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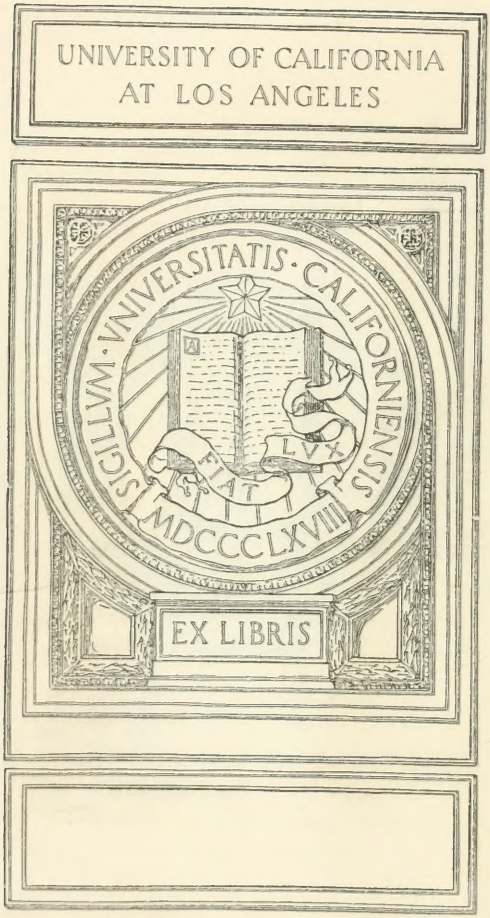

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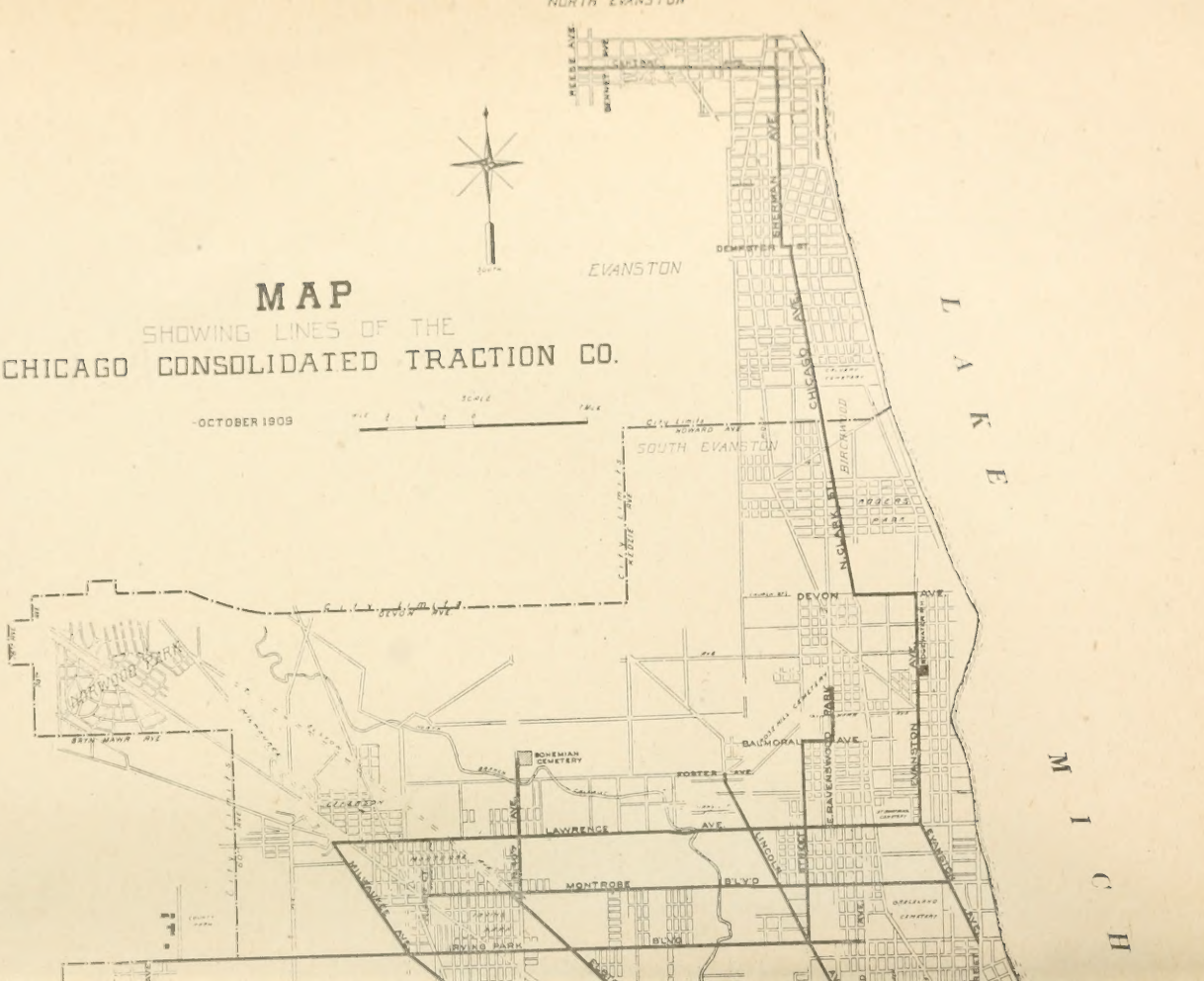
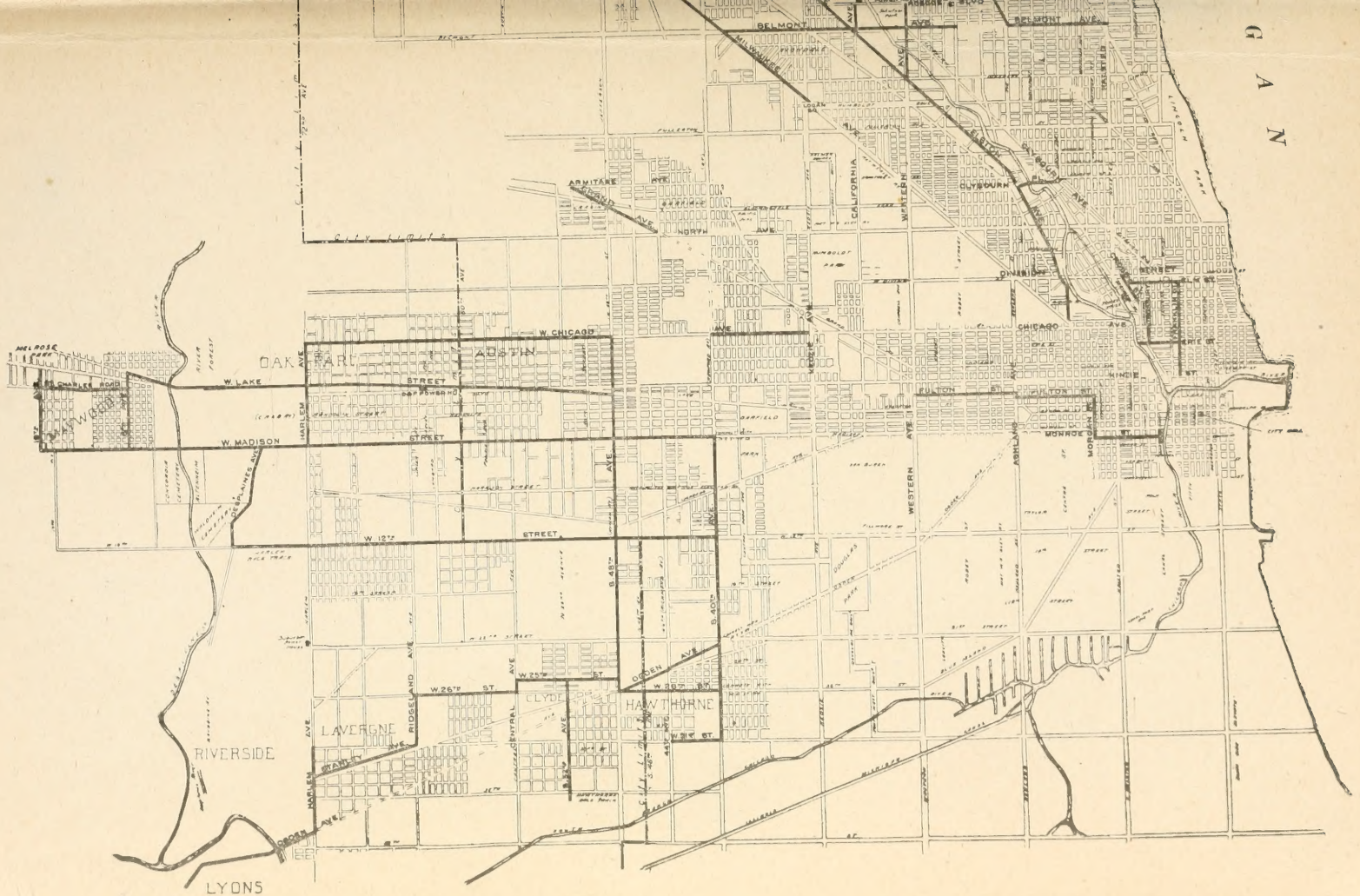

NORTH EVANSTON
EVANSTON
SOUTH EVANSTON
LAKE MICH
MAP
SHOWING LINES OF THE
CHICAGO CONSOLIDATED TRACTION CO.
OCTOBER 1909
CHICAGO AVE.
DEMPSTER ST.
DEVON AVE.
BALMORAL AVE.
FOSTER AVE.
LAWRENCE AVE.
MONTROSE BLVD.
IRVING PARK BLVD.
LINCOLN AVE.
EVANSTON AVE.
RAVENSWOOD PARK
BOHEMIAN CEMETERY
LINCOLN ST.
MILWAUKEE AVE.
N. CLARK ST.
BIRCH RD.
RIDGE AVE.
BENNETT AVE.
HOWARD AVE.
MAIN AVE.


OAK PARK
AUSTIN
W. CHICAGO
W. LAKE STREET
W. MADISON STREET
W. 12TH STREET
CHICAGO AVE
DIVISION ST
NORTH AVE
BELMONT AVE
ARMITAGE AVE
FULLERTON
CALIFORNIA
WESTERN
CLYBOURN
HARLEM
RIDGELAND AVE
CENTRAL AVE
OGDEN AVE
CLYDE
HAWTHORNE
LAVERGNE
RIVERSIDE
BROOKFIELD
LYONS
ASHLAND
MONROE
MORGAN
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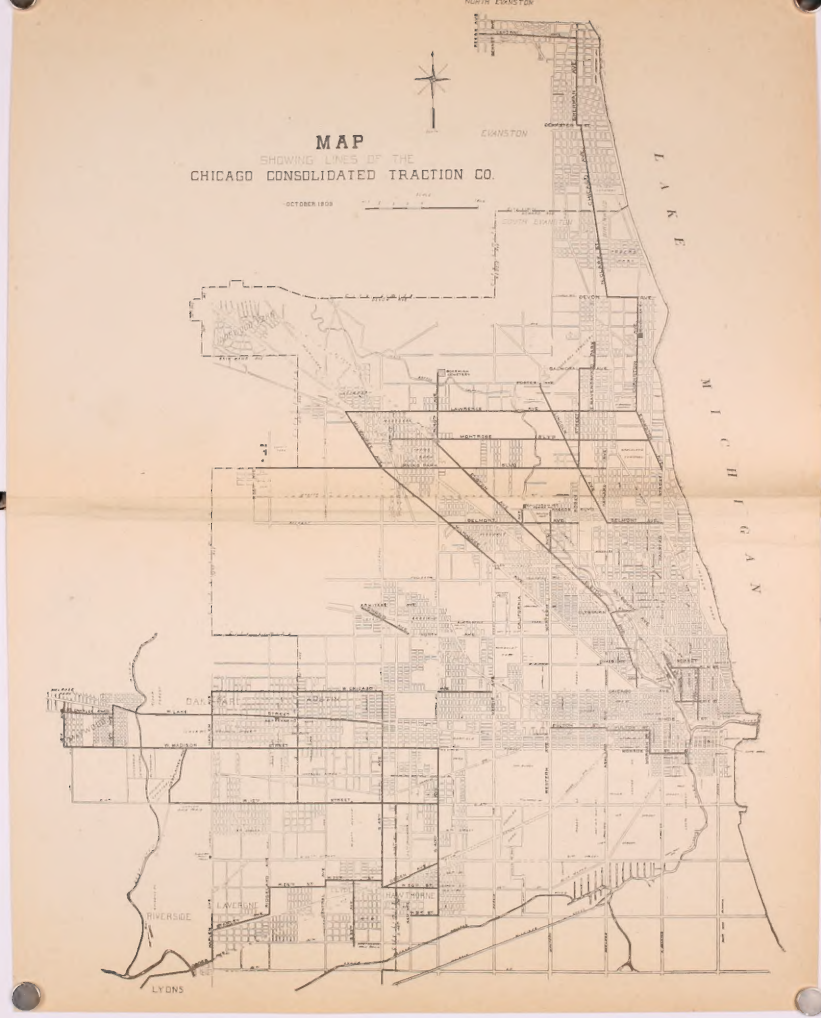
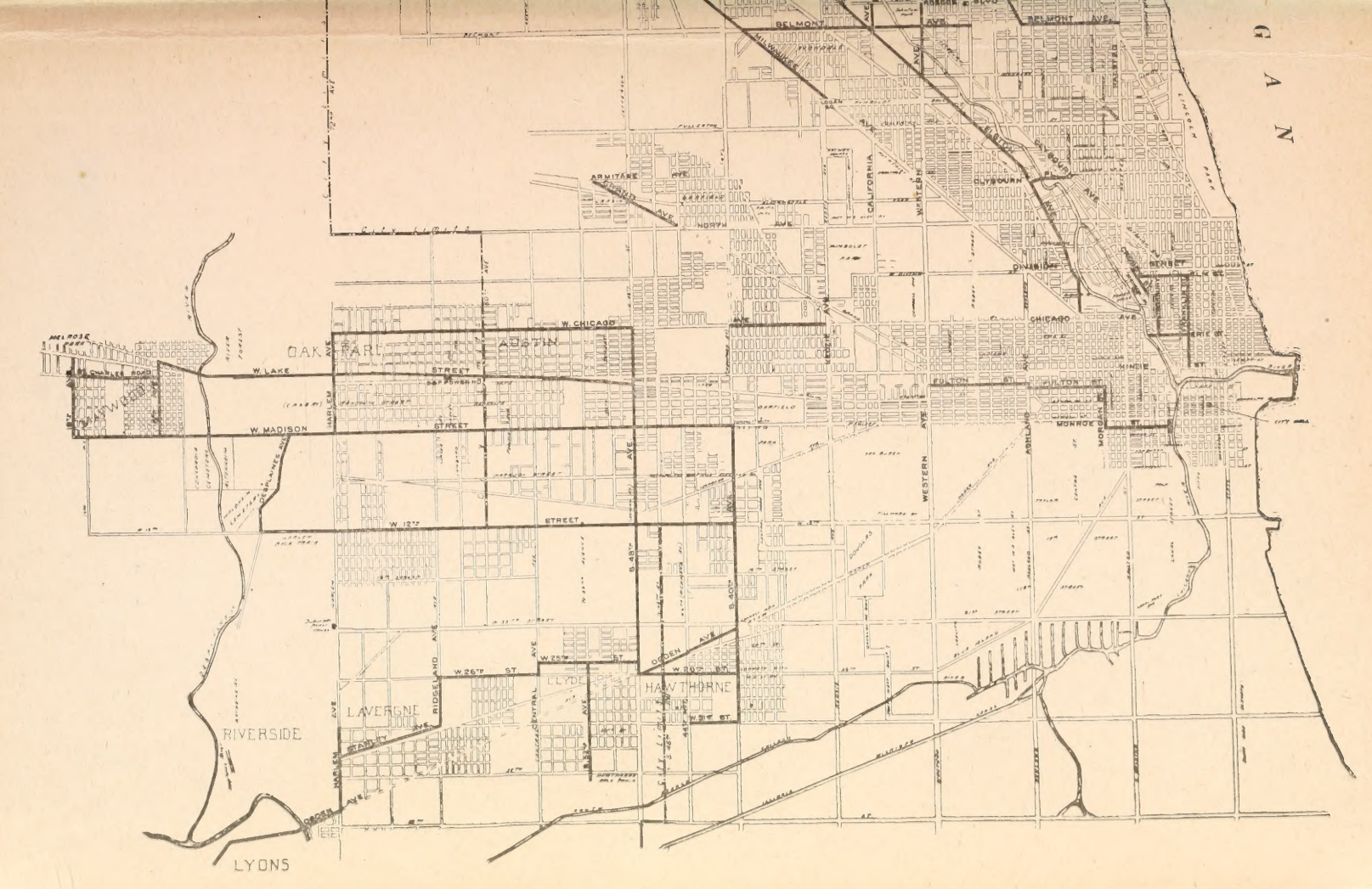

MAP
SHOWING LINES OF THE
CHICAGO CONSOLIDATED TRACTION CO.
OCTOBER 1909
NORTH EVANSTON
EVANSTON
LAKE MICHIGAN
DES PLAINES
RIVERSIDE
LAVERGNE
LYONS


OAK PARK
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W. MADISON STREET
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W. CHICAGO
CHICAGO AVE
BELMONT AVE
ARMITAGE AVE
NORTH AVE
DIVISION
MONROE ST
HARLEM AVE
RIDGELAND AVE
CENTRAL AVE
CICERO AVE
OGDEN AVE
W. 25TH ST
W. 26TH ST
W. 31ST ST
CALIFORNIA
WESTERN AVE
ASHLAND
MORGAN
G A N

Report

ON THE

Values

OF THE

Properties

OF THE

Chicago Consolidated Traction Company

Inside the City Limits

SUBMITTED TO

The Committee on Local Transportation

OF THE

Chicago City Council

BY

BION J. ARNOLD
GEORGE WESTON
Traction Valuation Commission

August, 1910

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Chicago, August 10, 1910.

Colonel Milton J. Foreman,

Chairman, Local Transportation Committee,
Chicago City Council,
100 *Washington Street, Chicago.*

Dear Sir:

Accepting the legal construction put on the franchises of the Consolidated Traction Company by Messrs. Walter L. Fisher, Special Traction Counsel, and Howard W. Hayes, Assistant Corporation Counsel, of the City of Chicago, we find the values of the Consolidated Traction Company's property as of November 1st, 1909, to be as hereinafter shown. These values are based upon the same general premises established by the Valuation Commission, which valued the properties of the Chicago Union Traction Company and the Chicago City Railway Company in 1906, of which Commission we were members.

We have, however, found the property in such physical condition that we found it necessary to make certain deductions for deferred maintenance in arriving at our physical valuation.

The figures are as follows:

		With Paving	Without Paving
Value of physical property as a "going" concern		$4,078,057.69	$3,446,549.88
Value of intangible property as a "going" concern		751,325.77	751,325.77
Total value of physical and intangible property as a "going" concern		$4,829,383.46	$4,197,875.65
Deductions due to ordinance requirements:			
(a) Robey St. on account of isolation of tracks due to prior expiration of ordinance	$ 3,277.68		
(b) Removal of tracks from streets at expiration of ordinances as required,	91,063.00		
Total deductions		94,340.68	94,340.68
Total values after deductions		$4,735,042.78	$4,103,534.97

At the request of Mr. Fisher we have valued the property of the Consolidated Traction Company, eliminating all franchise and paving values, and including only such property as could be utilized in the rehabilitation of the property, and find this value to be $3,037,818.56.

Since the completion of our valuations today, representatives of the Railway Company have made contentions which, if they are found legally sound by the City's attorneys, will somewhat increase the above

mentioned intangible values. These contentions are now being considered, and the results, if they affect the valuations, will be given you shortly.

Yours very truly,

(Signed) Bion J. Arnold.
(Signed) Geo. Weston.

Traction Valuation Commission.

Chicago, August 17, 1910.

Col. Milton J. Foreman,

Chairman, Local Transportation Committee,
100 *Washington Street, Chicago, Ill.*

Dear Sir:

Confirming the verbal statement made by Mr. Arnold before the Sub-Committee of the Local Transportation Committee, we beg leave to state that we have taken into consideration the basis of the settlement suggested at the meeting on August 12th of the Sub-Committee and revised our figure of $3,037,818.56 given in our communication of August 10th as the value on November 1, 1909, of the Consolidated Traction Company's property for rehabilitation purposes.

The premises presented at the meeting of August 12th upon which we were to base our figures were as follows:

1. No intangible values to be returned.

2. The valuation of the physical property, including paving, (which was not included before), to be made on a rehabilitation basis, that is, such value to be returned for the various items composing the property as presumably could be certified to by the Board of Supervising Engineers, on the assumption that the Chicago Railways Company was purchasing the property of the Consolidated Company and the paving the same as if it were purchasing rails or other material from manufacturers and that it was to be allowed to use such paving, rails, etc., that had remaining life until such life was realized.

To the amount thus obtained an additional charge for legal expenses, carrying charges and contingencies of 5% should be added instead of 10%, as included in the original figure of $3,037,818.56 (this 5% deduction being included in the 15% hereinafter mentioned) and the sum thus obtained to be the amount to which the Board of Supervising Engineers could certify.

On this basis the capitalization that may be supported will be the amount as above determined plus the 15%, in accordance with the ordinance of February 11, 1907, under which the rehabilitation work of the Chicago Railways Company is being done.

Upon these premises, our figures are as follows:

I.	Track	$1,121,216.38
II.	Electric Power Distribution	693,481.95
III.	Rolling Stock	195,118.77
IV.	Power Plant Equipment	417,886.81
V.	Tools, Supplies and Furniture	71,999.52
VI.	Buildings	265,417.00
VII.	Real Estate	84,228.00
VIII.	Paving	437,226.70
		$3,286,575.13
	Legal Expense, Carrying Charges and Contingencies, 5%	164,328.76
		$3,450,903.89
	Conducting Work, Furnishing Equipment and Brokerage, as per ordinance of February 11, 1907	517,635.59
	Total	$3,968,539.49

Respectfully submitted,

(Signed) Bion J. Arnold,
(Signed) Geo. Weston,
Traction Valuation Commission.

Chicago, August 19, 1910.

Alderman Milton J. Foreman,

Chairman, Local Transportation Committee,
100 Washington Street, Chicago, Illinois.

Dear Sir:

In response to your request for a statement as to the valuations placed by us on the property of the Chicago Consolidated Traction Company located within the City Limits, as of November 1, 1909 (the date of our inventory), permit us to state that our valuation is as follows:

I.	Track (approximately 128 miles)	$1,177,277.20
II.	Electric Power Distribution	728,156.05
III.	Rolling Stock (344 cars)	204,874.71
IV.	Power Plant Equipment	438,781.15
V.	Tools, Supplies and Furniture	75,599.50
VI.	Buildings	278,687.85
VII.	Real Estate	88,439.40
VIII.	Paving	459,088.03
		$3,450,903.89
	Percentages on above amount (5% and 10%) as allowed by the ordinance of February 11, 1907, and pending ordinance	517,635.59
	Total	$3,968,539.48

This is our present appraisement of the property as it would be valued under the terms of the pending ordinance recommended for passage yesterday by your Committee subject to the deductions provided for in said ordinance. Our previous valuations, based on the same principles as those followed in the traction valuations of 1906 and adopted by the ordinance of 1907, as stated in our letter to you of August 10, 1910, were as follows:

	With Paving	Without Paving
Value of Physical Property	$4,078,057.69	$3,446,549.88
Value of Intangible Property (Franchises)	751,325.77	751,325.77
Total	$4,829,383.46	$4,197,875.65

We also deducted from each of these amounts the sum of $94,340.68 on account of the isolation of certain tracks due to prior expiration of ordinances, and also on account of the provisions of certain franchise ordinances requiring the removal of the tracks thereunder from the streets at the expiration of their respective franchises, making a total valuation of $4,735,042.78 including the paving, or $4,103,534.97 if paving is entirely excluded.

In the present valuations made as first hereinabove stated, all franchise values have been entirely excluded, and the physical property has been appraised at its value for rehabilitation purposes. In other words, we have fixed such a value for the physical property as, presumably, could be certified to by the Board of Supervising Engineers, on the assumption that the Chicago Railways Company was purchasing the property of the Chicago Consolidated Traction Company, including the paving, under the terms of the pending ordinance recommended by your Committee.

Trusting that this will give you the information you desire, we remain,

Respectfully yours,

(Signed) Bion J. Arnold,

(Signed) Geo. Weston,

Traction Valuation Commission.

CHICAGO, ILL., AUGUST 22, 1910.

HON. WALTER H. WILSON,

City Comptroller,
City Hall, Chicago, Ill.

DEAR SIR:

We have the honor to hand you herewith a detailed exhibit, consisting of Parts 1 and 2, of the physical value of the Chicago Consolidated Traction Company's properties inside the city limits.

We are also handing you herewith a detailed "Ordinance Exhibit 2," which is a schedule of properties of the Consolidated system which the Chicago Railways Company may elect not to acquire.

Very truly yours,

(Signed) BION J. ARNOLD,
(Signed) GEO. WESTON,

Traction Valuation Commission.

Detailed Exhibits

OF THE

Physical Property

OF THE

Chicago Consolidated Traction Company

Inside the City Limits

as of November 1, 1909

ACCOMPANYING THE

Valuation Report

SUBMITTED TO

The Committee on Local Transportation

Chicago City Council

BY

BION J. ARNOLD
GEORGE WESTON

Traction Valuation Commission

August, 1910

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ANALYSIS

of the

Premises Adopted and the Methods Used

in

Determining the Present Value of the Property of the Chicago Consolidated Traction Company Within the City Limits.

For the purpose of making inventory, the property was divided into the following divisions, or exhibits:

EXHIBIT I.	Track.
EXHIBIT II.	Electric Power Distribution System,
EXHIBIT III.	Rolling Stock,
EXHIBIT IV.	Power Plant Equipment,
EXHIBIT V.	Tools, Supplies and Furniture,
EXHIBIT VI.	Buildings,
EXHIBIT VII.	Real Estate,
EXHIBIT VIII.	Paving.

These divisions were then subdivided into various parts, that is – Track was subdivided into Tangent Track, Track Special Work, Track on Bridges, Tangent Track in Car Houses and Yards, Track Special Work in Car Houses and Yards, and similar subdivisions were made for the other general divisions, or exhibits.

The exhibits as noted above are indicated by Roman numerals, and the subdivisions under the exhibits have been indicated by letters as 1A, 1B, 1C, etc., under Exhibit I, and 2A, 2B, 2C, under Exhibit II.

The premises upon which the cost (new) of the property listed in the various exhibits, and its present value as a going concern have been determined are setforth in the following paragraphs. In addition, the capital account value of the property if purchased by the Railways Company and added to their property in accordance with the terms of city ordinance providing for this action was determined and is included in this detailed exhibit.

EXHIBIT I.—TRACK.

Division 1-A.—Tangent Track.

The track in this section was divided into classes, these classes being determined by the varying weights and types of rails, and by the styles of construction. Under each class an estimate was made of the cost of material and labor required to reproduce the track new at the time of this valuation (November 1, 1909) under the original specifications; and to this amount has been added 15 per cent. for organization,

engineering, incidentals, etc., giving the total cost. Data was obtained from detailed examination of the track in the field, in which the length of rail, kind of joints, type of rail and substructure were determined. Additional information was obtained from the track map in the office of the Chicago Consolidated Traction Company and from representatives of the Consolidated Company.

All distances shown are the actual field measurements. The lengths of the various pieces of special work were excluded in determining tangent track lengths.

In depreciating the track three factors have been considered:

(1) The condition of joints.
(2) The condition of ties, including ballast.
(3) The wearing life of the head of the rail.

From examination of the rail in place, it was found that none of the rail would have to be discarded on account of broken or defective wagon treads.

The present value of the rail, excepting the joints, was determined in terms of the wearing value remaining at the present time in the head of the rail. The life of the rail is considered to be the period of time required for the head of the rail to wear away to a hight of 5 8 inch above the tram or base of groove in trilby rail. The difference between this height and the height of the head above the tram or base of groove at any time constitutes the wearing value of the rail at that time.

The distance between the head and tram of all rail was determined and expressed in sixty-fourths of an inch. To determine the height of the head of the rail at the present time, measurements were taken along the track with a specially constructed Vernier device, by means of which the actual distance between the head of the rail and the tram was obtained in sixty-fourths of an inch. These measurements were obtained at frequent intervals on each section, sufficient number being taken for each section to determine the average height of the head of the rail. From this determined height was deducted the scrap height of 40 64 inch, the remainder representing the present wearing value of the rail. In this method the depreciation of the rail is entirely independent of the life of the track substructure.

All joints were depreciated on the assumption that it would be necessary to renew them at some time in order to realize the full wearing value of the head of the rail, and it was assumed that at the time of such renewal, the ends of the rail would be cut off and the life of the balance of the rail lengthened thereby.

The average life of the ties and joints was taken for all old tracks at 20 years, and the normal depreciation was determined by applying this depreciation rate to the age of the property as determined.

On account of the fact that in many respects the property had not received ordinary maintenance, the Valuation Commission gave instructions to the effect that the estimated amount of this deferred maintenance be segregated in making up valuations of the property as a going concern. These instructions in no way affect the final value

that would be returned in appraising the property, but include a statement as to the difference between the value of the property as it exists today and the value that the property would have had, had normal maintenance expenditures been made on the property throughout its entire life. The application of the method of indicating the deferred maintenance on track is as follows:

In case of rails, the present value of the rail has been determined by readings indicating the wear of the head, and from these readings the remaining wearing value of the rail has been computed. In case of bad alignment of rail, surface kinks due to improper maintenance of tracks and to operation of heavier cars than those for which the track was designed, the additional depreciation due to this condition has been expressed in terms of a percentage of the wearing value.

In the case of substructure and joints, whereas it was estimated that with proper maintenance the life of this part of the property should be 20 years, where improper maintenance was evident, one or two years were added to the age of the property as determined from the records, this being equivalent to depreciating this part of the property for a period of time, one, two or three years in excess of its actual life.

Each line has been considered separately in applying this additional depreciation, and careful study was made of the various physical conditions entering into the determination.

In the case of Class A and Class A1 track, which has been recently built, and corresponds to Type 2A and Type 3 of the Board of Supervising Engineers, the average life of the substructure was taken as 25 years.

The welded joints were assumed to have the same life as the rail, and were depreciated with it, since the joints must be rewelded when the rail is renewed.

Division 1-B.—Track Special Work.

Each piece of special work was measured, listed, and sketched, the sketches being reproduced herein. In order to determine the cost new of the special work complete there was added to the cost of the layout the cost of ties, ballast, excavation, labor and miscellaneous items necessary to install same. The various kinds of special work now existing, their location and quantity, are collected on a summary sheet.

On inspection it was found that most of the track special work layouts, excepting 9-inch manganese cross-overs, were in bad shape, and that some of the layouts are field build. A scrap value of 25 per cent. of the cost now has been placed on all special work, except the 9-inch manganese cross-overs and the new 9-inch curved rail, which layouts were put in during the summer of 1909, and have not been depreciated.

But little official information could be obtained as to the ownership of the various pieces of special work used jointly with foreign lines. A large proportion of the pieces operated jointly with the Chicago Railways Company were included in the valuation of the

Chicago Union Traction Company of 1906, and for that reason are not credited to the Consolidated Traction Company. A list of these layouts is shown on the track special work summary.

Division 1-C.—Track on Bridges.

The cost of track on bridges includes the cost of rail laid, together with that of miscellaneous track material used in bridge construction.

Division 1-D.—Track in Car Houses and Yards.

The track was measured in detail, and unit estimates were made of the cost to construct new.

In depreciating this track a scrap value of 25 per cent. of the cost new has been allowed in all houses and yards, except Edgewater house. In general this rail is badly worn, and the ties and joints are in poor condition.

Division 1-E.—Track Special Work in Car Houses and Yards.

Each house layout was measured and listed and sketch of layout was made and reproduced in this exhibit.

The cost of these layouts was determined as in Division 1-B.

The condition of the car house special work is similar to that of the tangent track special work, and, excepting the Edgewater house, all layouts are listed at a value of 25 per cent. of the cost new.

EXHIBIT II. ELECTRIC POWER DISTRIBUTION SYSTEM.

The electric power distribution system has been divided into:

2-A. Overhead Trolley Construction.
2-B. Feeder System.
2-C. Electrical Track Bonding.
2-D. Conduit System.

This exhibit includes a detailed estimate of all poles, cross span construction, fittings, trolley wire, feeder wire (positive and negative), feeder attachments and supports, track bonding cable, wire, etc., together with special work construction at the curves and in car houses.

In arriving at the cost new of the poles, wire, attachments and all equipment whatsoever, the actual cost of the material and labor was estimated at the present time (November 1, 1909), and to this was added 15 per cent. for organization, engineering and incidentals.

The detailed inventory of the entire system was made by inspection, and all quantities, kinds, conditions, and character whatsoever were fully noted in detail, from which the cost has been estimated.

The depreciation of the various parts of the construction was determined by inspection, tests and measurements. In many instances it was impossible to obtain from the company, or from any other source, correct information as to the age of the various parts of the equipment, on account of the meager information as to the dates of construction or renewals; and further, owing to the insufficient main-

tenance of the system during the past few years, an abnormally high depreciation has resulted, consequently it was found necessary to depreciate such parts on their condition as found by inspection.

The outside interest and joint ownership of poles and spans by other companies were investigated in detail and allowance made for same as shown.

In arriving at the life of poles, the condition of setting, thickness of metal at setting line, and the upkeep were taken into consideration. It was found necessary to apply different averages of life to the various sections as shown.

The average length of life of a cedar pole was determined from pole renewals and inspection of poles in place to be 20 years. Iron poles set in concrete are figured on the basis of 40 years life.

The headways of the various routes are shown in detail.

Special overhead construction on bridges is shown in detail by special layout sheets.

Trolley.—In estimating the wearing life of trolley wire, 1 0 was assumed to have a wearing value of 80:5 pounds per 1,000 feet, and 2 0 of 106.8 pounds. In a few instances the trolley wire was found to have reached the estimated wearing value, and in need of renewal, but still in service. We have therefore indicated same as having "excessive wearing value."

Feeders.—On account of the absence of data on the year of installation or renewals of feeders, and on the interchange of wire from and to the various sections, each section was inspected to determine the present worth and the depreciation of insulation fixed accordingly.

A comparative statement of feeder lengths and sizes as claimed by the Chicago Consolidated Traction Company and as found by us is shown in detail.

It was deemed essential, after examination of the companies' records, that all feeder be shown as found on March 1st, the time of inspection; and that the companies' present records be taken for work done between November 1, 1909, and March 1, 1910, from which data the feeder system as of November 1, 1909, was determined. These recent changes are summed up on sheet "Feeder Detail Summary and Allowances."

In separating the interest of the Edgewater power house and California Avenue power house on the miscellaneous material as shown on "Feeder Equipment Details, Part 1 and 2," the Edgewater power house was allowed 30 per cent., and the California Avenue power house 70 per cent. in each of those quantities and values.

Bonding.—In estimating the cost of electrical track bonding, the various types of track and special work were inspected, and the quantity, size and kind of wire, etc., used were noted in detail, and in depreciating the life of 20 years was taken.

EXHIBIT III.—ROLLING STOCK.

In arriving at the cost new and present value of the cars and car equipment, they were divided into groups according to the type, style, maker, and age. A typical car body was taken from each of these groups, and general specifications covering this type were prepared, from which a unit cost for each group was obtained. Similarly unit costs new were obtained covering all parts of the equipment, such as motors, trucks, and miscellaneous car equipment. From these unit costs for all parts of the rolling stock equipment, total values of cost new were determined, and to this total cost 5 per cent. was added for organization, engineering, and incidentals.

To determine the present value of all parts of the equipment, including car bodies, motors, trucks, and miscellaneous car equipment, a thorough inspection was made, and a depreciation was applied based on their type and suitability for service.

In the case of the car bodies, in order to valuate the amount of the deferred maintenance, the following ruling of the Commission with regard to average depreciation of car bodies was applied, namely, that 25 years should be taken as the average life of all car bodies in service a part of the year, such as open car bodies in service during the summer season, or closed car bodies in service during the winter, and 20 years should be taken as the life of car bodies in continuous service, and from those assumed lives the corresponding annual depreciation rates were determined. The difference between the actual present value of the car bodies as depreciated by inspection and the value determined by applying the above average depreciation rate is considered to be the deferred maintenance.

The entire rolling stock equipment of the Consoli ted Company was listed, and the cost new and the present value ermined. The equipment was then proportioned between the p ions of the line outside the city and inside the City in proportio to the number of car miles operated inside the City and outside the City by small single truck cars, this estimate leaving out of account the number of car miles operated inside and out of the City by the Consolidated Company with their rented double truck cars.

To the total present value of the property 5 per cent. was added for organization, engineering and incidentals, as was done in the case of the cost new.

EXHIBIT IV.—POWER PLANT EQUIPMENT.

A detailed inventory was made in each power plant of all boilers, pumps, engines, generators, piping, and accessories, and was valuated in accordance with present prices.

Each piece of apparatus was inspected to determine its present condition, and a list of all heavy repairs obtained from the chief engineers of the plants.

Each machine was depreciated in accordance with depreciating factors as noted below, account being taken both of present physical condition and extent of heavy repairs made throughout the life of the machine and the character of the service performed by it.

RATES OF DEPRECIATION.

The following annual rates for depreciation have been used as a basis of depreciating the power plant equipment. Apparatus has been depreciated at these rates down to 20 per cent. of its wearing value, the wearing value being determined by subtracting the scrap value from the cost new. All power plant equipment has been considered as worth 20 per cent. of its wearing value as long as it is in operating condition.

Machinery foundations	Note.
Coal and ash handling machinery	7%
Fuel oil handling machinery	4%
Grates and stokers	Note
Boilers and settings	$3\frac{1}{2}$—4%
Breeching and connections	$3\frac{1}{2}$—10%
Stack	3%
Heaters	4—5%
Water purifying apparatus	3%
Pumps	5%
Air compressors	4—5%
Engines	3—5%
Condensers	4%
Piping and covering	4—$4\frac{1}{2}$%
Generators	3—8%
Switchboard and generator leads	3%
Miscellaneous items	3—5%

NOTE:

Machinery foundations have been depreciated at a percentage determined from the life of the apparatus supported.

The fixed parts of stokers depreciate very little, and the moving parts and grates very rapidly. As the moving parts are renewed and maintained in good condition, 10 per cent. of the wearing value of stokers has been depreciated at 20 per cent. per year for $2\frac{1}{2}$ years, and 90 per cent. or the fixed parts, at 5 per cent. per year during the life of the machine.

Engines and generators that have been rebuilt or have had extensive repairs have been credited with the cost of repairs at the time they were made, and this cost depreciated at same rate as machines on which repairs were made.

EXHIBIT V. TOOLS, SUPPLIES AND FURNITURE.

A detailed inventory was made in the field of all tools, supplies and furniture at the various plants, car houses and office of the company. These were appraised in the office, the depreciation being fixed from notes and values set while in the field.

EXHIBIT VI.—BUILDINGS.

In arriving at the cost new and present value of the buildings, detailed measurements were made and detailed inventory taken of the kinds and amount of materials required to reproduce the buildings. These quantities have been estimated at prices as of November 1, 1909, to which has been added 15 per cent. for organization, engineering, and incidentals. In case buildings have not been properly maintained, they have been depreciated by applying to each division of the building cost a depreciation factor determined by inspection. Those buildings that have been properly maintained have been depreciated uniformly at the rate of $1\frac{1}{2}$ per cent. per annum.

EXHIBIT VII.—REAL ESTATE.

The valuation of the real estate was made by William A. Bond, and the values submitted herewith are those determined by him.

EXHIBIT VIII.—PAVING.

Actual measurements of pavement located at various parts of the company's property have been made, and the cost to reproduce this pavement has been determined based on the cost of labor and materials as of date of this valuation. Only the actual width of paving has been considered, the width of the head and tram of the rail being excluded in the square area listed.

In estimating the cost of paving, the item of excavation, likewise that of concrete base when used, are included in the cost of track, and therefore do not appear as part of the paving cost.

The various sections of pavement have been depreciated by inspection of their present condition, from which the present value has been determined.

CAPITAL ACCOUNT VALUE OF PROPERTY.

The capital account value of the property has been determined on the basis of premises included in the ordinance under which the Chicago Railways Company acquires that part of the property of the Chicago Consolidated Traction Company inside of the city limits. Under these premises the value to be returned for the various items of the property are made the values of these items for rehabilitation purposes. In compliance with the ordinance, certain rehabilitation work must be done at once, and additional rehabilitation work within the succeeding one or two years. In case part of the property is to be rehabilitated on or before February 1, 1911, the scrap or second-hand value of the property at that time is determined, and to this value has been added

an amount equal to the wearing value of the property from November 1, 1909, to February 1, 1911, which sum then becomes the present value of this item of property for rehabilitation purposes as of November 1, 1909.

In case of those portions of the property that are to be rehabilitated during the year 1911, a similar procedure was adopted, two years additional wearing life being added to the scrap or second-hand value of the property as of November 1, 1911, to determine the present rehabilitation value. Similarly for property rehabilitated during the year 1912, three years wearing life was added.

In case of property such as track, on which semi-rehabilitation is contemplated, namely, the provision of a new substructure under rails that at present are not sufficiently worn to require their removal, the going value of the property was returned as the rehabilitation value. This was done on the assumption that the Railway Company will realize the full remaining wearing value in the rail; moreover, that it would also realize the full remaining value in the ties and sub-structure, that is, the ties have already been depreciated to an amount which corresponds to their present condition, and that in case of removal either in the near future or at a later date, whatever life remains in the ties would be realized in the form of a small percentage of ties that can be used for track renewals elsewhere.

This method has been applied to all parts of the property which must be rehabilitated in order to comply with the terms of the ordinance. On this basis it has been estimated that approximately 29 miles of track would be rehabilitated before February 1, 1911, and that 22.56 miles would be rehabilitated in 1911, and that .87 mile would be rehabilitated in 1912, and that 39.59 miles would be semi-rehabilitated, the date at which this latter work is done having no bearing on the value returned on the property. The balance of the track, consisting of 15.27 miles recently rebuilt under the specifications of the Board of Supervising Engineers, and 15.21 miles of track that is considered satisfactory in its present condition, and .587 mile of track that is to be removed from the street, complete the total track mileage inside of the city limits.

The further requirements of the ordinance, as to rehabilitation, were in connection with the cars to be operated over the tracks of the company, and contemplated that ultimately not more than fifty closed and fifty open single truck motor cars should be operated by the company. The rehabilitation value was returned on the assumption that the company might permanently retain in operation the one hundred cars above referred to, and that it may retain in operation for one year seventy-two cars in addition to the above, and that it might retain in operation for two years thirty-six cars of the above seventy-two, and that it should immediately dispose of all remaining passenger car equipment at second hand or scrap value. Similarly, for miscellaneous cars, the company is allowed to retain such sprinklers and sweepers

as are in satisfactory condition at their present value, and are required to dispose of the balance of the equipment at second-hand or scrap value. The passenger cars, in this case, were proportioned between the lines outside the city, and inside the city in proportion to small cars operated outside and inside. The miscellaneous cars that have been retained were proportioned between the lines outside and inside in proportion to track mileage.

In case of power plants it is assumed that the California Avenue power plant will still operate, and for this reason is given its going value for rehabilitation purposes. In case of the Edgewater power plant, the operation of which is not economical, it is assumed that it will be discontinued as soon as substations can be provided, and for this purpose this power plant equipment was given its second-hand value as of 1911, to which was added two years wearing value of the plant as a whole to determine the rehabilitation value as of November 1, 1909.

In case of paving, the present value has been allowed in case of streets recently rebuilt, as well as those streets on which track is allowed to remain in its present condition. On streets where the track is to be rehabilitated, the second-hand value of the paving has been returned as the rehabilitation value of these sections of street.

The remaining exhibits, including electric power distribution, supplies, tools and furniture, buildings and real estate, have been returned at the same value for rehabilitation purposes as was assigned them in the case of the property as a going concern.

CHICAGO CONSOLIDATED TRACTION VALUATION.

General Summary.

Exhibit.	Item.	Cost, New.	Present Value.
I	Track	$2,091,214.13	$1,121,216.38
II	Electric Power Distribution	855,966.20	693,481.95
III	Rolling Stock	707,170.80	195,118.77
IV	Power Plant Equipment	703,084.92	417,886.81
V	Tools, Supplies, Materials, etc	88,177.91	71,999.52
VI	Buildings	338,626.20	265,417.00
VII	Real Estate	84,228.00	84,228.00
VIII	Paving	1,014,519.24	437,226.70
		$5,882,987.40	$3,286,575.13
	Legal Expenses, Carrying Charges and Contingencies, 5%	294,149.37	164,328.76
		$6,177,136.77	$3,450,903.89
	Conducting Work, furnishing Equipment and Brokerage, 15%	926,570.52	517,635.59
	Grand Total	$7,103,707.29	$3,968,539.49

EXHIBIT I—TRACK.

Comprising the Following Divisions:

A. TANGENT TRACK.
B. TRACK SPECIAL WORK.
C. TRACK ON BRIDGES.
D. TANGENT TRACK IN CAR HOUSES AND YARDS.
E. TRACK SPECIAL WORK IN CAR HOUSES AND YARDS.

EXHIBIT No. 1

TRACK SUMMARY—COST NEW.

	Company.	Miles of Track.	Section A, Tangent Track.	Section B, Track Special Work.	Section C, Track on Bridges.	Section D, Tangent Track In Car Houses and Yards.	Section E, Track Special Work in Car Houses and Yards.	Total.
I	North Chicago Electric Ry. Co.	37.196	$ 611,989.20	$ 37,333.94	$ 1,776.89	$ 603.08	$ 1,152.28	$ 652,855.39
II	Chicago & North Shore St. Ry. Co.	9.919	195,605.68	17,928.71	.....	1,092.69	5,956.95	220,584.03
III	Chicago Electric Transit Co.	33.848	447,534.48	40,298.64	2,103.41	5,814.21	9,086.68	504,837.42
IV	North Side Elec. St. Ry. Co.	5.092	75,436.18	14,059.73	440.63	.....	.....	89,936.54
V	Chicago & Jefferson Urban Transit Company	9.335	129,979.50	17,761.12	.....	.....	.....	147,740.62
VI	Ogden St. Ry. Co.	15.044	210,812.33	18,349.56	.....	.....	.....	229,161.89
VII	Cicero & Proviso St. Ry. Co.	12.868	226,880.09	14,656.98	.....	1,733.12	2,828.05	246,098.24
	Total all companies	123.302	$1,898,237.46	$ 160,388.68	$ 4,320.93	$ 9,243.10	$ 19,023.96	$2,091,214.13

EXHIBIT No. 1

TRACK SUMMARY PRESENT VALUE.

	Company.	Miles of Track.	Section A, Tangent Track.	Section B, Track Special Work.	Section C, Track on Bridges.	Section D, Tangent Track In Car Houses and Yards.	Section E, Track Special Work in Car Houses and Yards.	Total.
I	North Chicago Electric Ry. Co.	37 196	$ 428,293.33	$ 9,333.49	$ 1,487.55	$ 130.35	$ 288.07	$ 439,532.79
II	Chicago & North Shore St. Ry. Co.	9 919	161,157.42	9,169.17		600 98	3,276 32	174,203 89
III	Chicago Electric Transit Co	33 818	268,840 80	12,205 70	1,402 27	1,453 55	2,271 67	286,173 99
IV	North Side Elec. St. Ry. Co	5 092	39,477.19	3,511.93	352 50			43,341 62
V	Chicago & Jefferson Urban Transit Co.	9 335	72,272.11	1,440 28				76,712 72
VI	Ogden St. Ry. Co	15 011	127,694.15	4,587 39				132,281 84
VII	Cicero & Proviso St. Ry. Co.	12 868	132,627 11	3,644 24		433 29	707 01	137,431 95
	Total all companies.	123 302	$1,230,363.01	$ 46,915.20	$ 3,242 32	$ 2,618 17	$ 6,543 07	$1,289,681 80

EXHIBIT No. 1

TRACK SUMMARY—REHABILITATION VALUE.

	Company	Miles of Track.	Section A, Tangent Track.	Section B, Track Special Work.	Section C, Track on Bridges.	Section D, Tangent Track in Car Houses and Yards.	Section E. Track Special Work in Car Houses and Yards.	Total.
I	North Chicago Elec. Ry. Co....	37.196	$ 370,215.71	$ 9,333.49	$1, 487.55	$ 130.35	$ 288.07	$ 381,455.17
II	Chicago & North Shore St. Ry. Co.....	9.919	142,452.38	9,169.17	.....	273.17	1,489.24	153,383.96
III	Chicago Electric Transit Co....	33.848	228,083.22	12,205.70	1,402.27	928.92	1,599.20	244,219.31
IV	North Side Elec. Ry. Co.....	5.092	30,561.01	3,514.93	352.50	.....	.....	34,428.44
V	Chicago & Jefferson Urban Transit Co.....	9.335	55.405.57	4,440.28	.....	.....	.....	59,845.85
VI	Ogden St. Ry. Co.....	15.044	109,370.46	4,587.39	.....	.....	.....	113,957.85
VII	Cicero & Proviso St. Ry. Co....	12.868	129,577.79	3,664.24	.....	374.88	308.89	133,925.80
	Total all companies..... ...	123.302	$1,065,666.14	$ 46,915.20	$ 3,242.32	$ 1,707.32	$ 3,685.40	$1,121,216.38

SECTION A

TANGENT TRACK

CLASSES OF TRACK.

Class	Description.
A	9 in. 129 lb. Lorain Rail, 58 ft. lengths, Concrete Foundation, Welded Joints, 10 ft. 2 in. Centers, Type 2-A Board of Supervising Engineers.
A-1	9 in. 129 lb. Lorain Rail, 58 ft. Lengths, Crushed Stone Ballast, Welded Joints, 10 ft. 2 in. Centers, Type No. 3, Board of Supervising Engineers.
B	7-3 16 in. 85 lb. Girder Rail, 30 ft. lengths, No Ballast, 3 ft. Tie Spacing, Tie Plates on every other tie, Bonded Joints, 9 ft. 6 in. Centers, 7½ ft. Tie Rod Spacing.
B-1	7-3 16 in. 85 lb. Girder Rail, 30 ft. lengths, No Ballast, 3 ft. Tie Spacing, Tie Plates on every other Tie, Bonded Joints, 11 ft. 6 in. Centers, 7½ ft. Tie Rod Spacing.
B-2	7-3 16 in. 85 lb. Girder Rail, 60 ft. lengths, No Ballast, 2½ ft. Tie Spacing, Tie Plates on every other Tie, Bonded Joints, 7½ ft. Tie Rod Spacing.
B-3	7-3 16 in. 85 lb. Girder Rail, 30 ft. lengths, No Ballast, 2 ft. Tie Spacing, Tie Plates on every other Tie, Bonded Fish-plate Joints, 7½ ft. Tie Rod Spacing.
B-4	7-3 16 in. 85 lb. Girder Rail, 60 ft. lengths, Cinder Ballast, 2 ft. Tie Spacing, No Tie Plates, Welded Joints, 7½ ft. Tie Rod Spacing.
C	7 in. 96 lb. Trilby (L-357), 30 ft. lengths, No Ballast, 2 ft. Tie Spacing, Tie Plates on every other Tie, Bonded Fish-plate Joints, 7½ ft. Tie Rod Spacing.
D	6 in. 78 lb. Girder (L-225), 30 ft. lengths, No Ballast, 2 ft. Tie Spacing, Tie Plates on every other Tie, Bonded Fish-plate Joints, 7½ ft. Tie Rod Spacing.
D-1	6 in. 78 lb. Girder (L-225), 60 ft. lengths, No Ballast, 2 ft. Tie Spacing, Tie Plates on every other Tie, Welded Joints, 7½ ft. Tie Rod Spacing.
E	4½ in. approx. 70 lb. Girder Rail, 30 ft. lengths, No Ballast, Rail on Chairs, 2 ft. Tie Spacing, 7½ ft. Tie Rod Spacing.
F	8¾ in. 96 lb. Girder Rail, 30 ft. lengths, Cinder Ballast, 2½ ft. Tie Spacing, Braced Tie Plates on every Tie, Bonded Fish-plate Joints, 7½ ft. Tie Rod Spacing.
F-1	8-25 32 in. Girder Rail, 96 lbs. 30 ft. lengths, Stone Ballast, 2 ft. Tie Spacing, Braced Tie Plates on every Tie, 7½ ft. Tie Rod Spacing, Bonded Fish-plate Joints.
F-2	8-25 32 in. 96 lb. Girder (L-206), 60 ft. lengths, Cinder Ballast, 2 ft. Tie Spacing, Braced Tie Plates on every Tie, 7½ ft. Tie Rod Spacing, Welded Joints.

EXHIBIT No. 1

TRACK SUMMARY BY CLASSES.

Class	Company No. I.	Company No. II.	Company No. III.	Company No. IV.	Company No. V.	Company No. VI.	Company No. VII.	Total Mileage.	Unit Cost per mile new.	Total Cost New	Present Value.	Rehabilitation Value.
A.....	2.408	.....	1.016	.....	.....	.....	2.7845	6.2085	$31,353.29	$ 194,656.93	$ 194,656.93	$ 194,656.93
A-1.....	4.761	3.987	.....	.....	.....	.....	.3767	9.0647	31,007.30	281,071.86	273,287.68	273,287.68
B.....	.....	1.006	.....	.....	.....	.....	.....	1.006	12,038.62	12,110.85	6,243.93	3,075.39
B-1.....	.....	4.926	.....	.....	.....	.....	1.967	6.893	12,153.62	83,774.90	38,671.29	22,040.37
B-2.....	.....	.....	14.180	.....	.....	.....	2.0157	16.1957	12,200.55	197,596.45	121,332.95	119,377.75
B-3.....	30.063	.....	17.323	1.645	5.241	5.600	.7954	60.6674	12,985.86	787,818.37	429,077.04	309,877.69
B-4.....	.....	.....	.....	.....	1.909	.....	.....	1.909	14,647.98	27,962.99	22,324.29	22,324.29
C.....	.024	.....	.400	.032	.188	.811	.0321	1.4871	13,801.08	20,523.58	15,507.14	13,619.81
D.....	.....	.....	.529	.....	.....	.....	.....	.529	12,467.21	6,595.15	3,280.98	2,217.18
D-1.....	.....	.....	.....	.....	.....	3.448	.....	3.448	12,871.46	44,380.79	23,298.10	12,423.01
E.....	.....	.....	.400	.....	.....	.954	4.8965	6.2505	14,015.24	87,602.26	11,274.21	11,274.21
F.....	.....	.....	.....	3.415	1.997	2.300	.....	7.712	15,765.07	121,117.50	61,997.37	52,080.70
F-1.....	.....	.....	.....	.....	.....	.995	.....	.995	17,617.35	17,529.26	15,401.48	15,401.48
F-2.....	.....	.....	.....	.....	.....	.936	.....	.936	16,556.16	15,496.57	14,009.65	14,009.65
Total...	37.196	9.919	33.848	5.092	9.335	15.044	12.8679	123.302		$1,898,237.46	$1,230,363.01	$1,065,666.14

TRACK

COMPANIES.

No. I North Chicago Electric Ry. Co.
" II Chicago & North Shore Street Ry. Co.
" III Chicago Electric Transit Company.
" IV North Side Electric Street Ry. Co.
" V Chicago & Jefferson Urban Transit Co.
" VI Ogden Street Railway Company.
" VII Cicero & Proviso Street Railway Co.

CLASS A.

9 in. 129 lb. Lorain Rail, 58 ft. lengths, Concrete Foundation, Welded Joints.
Type 2A Board of Supervising Engineers.

Estimate of Cost to Produce One Mile of Single Track.
10 ft. 2 in. centers.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
9 in. 129 lb. Lorain Rail	Ton	202.71	$39.00	$7,905.69
Tie Rods	Each	910.00	.25	227.50
Joints	"	195.00	5.00	975.00
Ties 6 in. x 8 in. x 8 ft.	"	1,820.00	.70	1,274.00
Tie Plates	100	3,640.00	9.00	327.60
Screw Spikes	"	7,280.00	2.15	156.52
Lag Screws (Fetter Drive)	"	7,280.00	.40	29.12
Cement	Bbl.	2,034.00	1.60	3,254.40
Sand, Torpedo	Cu. Yds.	969.00	1.00	969.00
Stone	"	1,831.00	1.50	2,746.50
Track Labor (see details attached)	Ft.	5,280.00	.79	4,171.20
Teaming (see details attached)	"	5,280.00	.99	5,227.20
				$27,263.73
Organization, engineering and incidentals 15%				4,089.56
Total cost per mile				$31,353.29

CLASS A.

Itemized Labor Charges

Excavating:		
Sub-grade	.30	
Grading	.03	
	.33	.33
Track Laying:		
Ties	.02	
Tie plates and fastenings	.02	
Rails and fastenings	.10	
Tie Rods	.02	
Surfacing and aligning	.05	
	.21	.21
Concreting		.25
Total Labor		.79
Teaming (including hauling rails)		.99
Grand total		$1.78

Handling of scrap included in excavating.

Following charges included in 15% incidental, organization, etc.

(Temporary track	.14)
(Tools, supplies	.10)
(Watchman	.14)
(Miscellaneous	.06)
	.44

CLASS A 1

9 in 129 lb. Lorain Rail, 58 ft. lengths, Crushed Stone Ballast, Welded Joints. Type No. 3 Board of Supervising Engineers.

Estimate of Cost to Produce One Mile of Single Track.
10 ft. 2 in. centers.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail	Ton	202.71	$39.00	$7,905.69
Tie Rods	Each	910	.25	227.50
Joints	"	195	5.00	975.00
Ties	"	2,640	.70	1,848.00
Tie plates	Per 100	5,280	9.00	475.20
Screw spikes	"	10,560	2.15	227.04
Lag screws (fetter drive)	"	10,560	.40	42.24
Cement	Bbl.	1,263	1.60	2,020.80
Sand, Torpedo	Cu.Yds.	600	1.00	600.00
Stone, crushed	"	2,162	1.50	3,243.00
Track Labor (see details attached)	Ft.	5,280	.79	4,171.20
Track Teaming (see details attached)	"	5,280	.99	5,227.20
				$26,962.87
Organizing, engineering and incidentals 15%				4,044.43
Total cost per mile				$31,007.30

DEPRECIATION OF ONE MILE OF SINGLE TRACK.

Depreciation Due to Substructure.

	Cost New	Scrap Value	Wearing Value
Ties	$ 1,848.00	.....	$ 1,848.00
Tie-rods	227.50	.....	.....
2.5 tons scrap at $10.00	.....	$ 25.00	202.50
Tie-plates	475.20	.....	.....
7 tons scrap at $10.00	.....	70.00	405.20
Screw Spikes	227.04	.....	.....
3 tons scrap at $10.00	.....	30.00	197.04
Lag Screws	42.24	.....	42.24
Cement, Sand, Stone, in concrete	4,086.30	.....	4,086.30
Stone Ballast, 1,185 cu. yds. at $1.50	1,777.50	.....	.....
Minus 25% for reclaiming	.....	444.38	1,333.12
Labor at 25c. per ft	1,320.00	.....	1,320.00
Teaming at 50c. per ft	2,640.00	.....	2,640.00
	$12,643.78	$ 569.38	$12,074.40

Life of Substructure, 25 years.
Annual depreciation in per cent of wearing value 4%

Depreciation Due to Rail.

	Cost New	Scrap Value	Wearing Value
Rail—cost of rail	$ 7,905.69	$	$
Scrap at $11.00 per ton $2,119.81			
Less 5c. per foot for removal 264.00			
	$1,855.81	.....	1,855.81	6,049.88
Joints	795.00	.....	795.00
Labor depreciated with rail .21 per ft	1,108.80	.....	1,108.80
Teaming depreciated with rail .32 per ft	1,689.60	.....	1,689.60
	$11,679.09	$ 1,855.81	$ 9,823.28

Parts Not Depreciated.

Excavation	Labor at .33 Teaming at .17 50c. per ft	$2,640.00

Total Cost of Parts Depreciated.

Cost of parts depreciated with substructure	$12,643.78
Cost of parts depreciated with rail	11,679.09
Cost of parts not depreciated	2,640.00
	$26,962.87

$12,643.78 = 46.9% of $26,962.87
11,679.09 = 43.3% of 26,962.87
2,640.00 = 9.8% of 26,962.87

Above percentages to be used to distribute to substructure and rail the proper proportion of parts of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering, incidentals, etc., 15%	$ 4,044.43
46.9% of $4,044.43 = amount to be depreciated with substructure	1,896.84
Actual wearing value of substructure	12,074.40
Total value of substructure to be depreciated, 4% annually	$13,971.24
4% of $13,971.24 = $558.85 annual depreciation.	
43.3% of $4,044.43 = amount to be depreciated with rail.	1,751.24
Actual wearing value of rail	9,823.28
Total wearing value of rail	$11,574.52

Original depth of head, 80/64.
Scrap depth of head, 40/64.
Wearing depth of head, 40/64.

1 40th of $11,574.52 = $289.36, depreciation due to each 1/64th inch of wear.

9.8% of $4,044.43 = amount of 15% charge not depreciated	$ 396.35
Cost of parts not depreciated	2,640.00
	$ 3,036.35

RECAPITULATION.

Parts depreciated with substructure	$13,971.24
Scrap value of substructure	569.38
Parts depreciated with rail	11,574.52
Scrap value of rail	1,855.81
Parts not depreciated (Excavation)	3,036.35
Total	$31,007.30

CLASS A-1.

Itemized Labor Charges.

Excavation—same as A	$ .33
Track Laying—same as A	.21
Ballast	.10
Concreting	.15
Total Labor	.79
Teaming—including hauling rails	.99
	$1.78

Handling of scrap included in excavation.
Following charges included in organization, etc.

Temporary track	.14
Tools, supplies	.10
Watchmen	.14
Miscellaneous	.06
	.44

CLASS B.

7 3/16 in. Girder Rail, 85 lb. 30 ft. lengths, no Ballast, 3 ft. Tie Spacing, Tie Plates on every other Tie, Bonded Joints.

Estimate of Cost to Produce One Mile of Single Track. 9 ft. 6 in. Centers.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 85 lb. per yd.(delivered)	Tons	133.57	$40.00	$5,342.80
Hauling to Street	"	133.57	1.00	133.57
Excavation (9 ft.6 in.centers)	Cu. Yds.	2,410	.50	1,205.00
Ties delivered	Each	1,760	.70	1,232.00
Tie Rods	"	700	.21	147.00
Tie plates (braced)	"	1,760	.18	316.80
Rail Chair Joints, complete	"	352	1.10	387.20
Spikes	Kegs	30	4.00	120.00
Labor—Track Laying	Per ft.	5,280	.30	1,584.00
				$10,468.37
Organization, engineering and incidentals, 15%				1,570.25
Total cost per mile				$12,038.62

129673

DEPRECIATION OF ONE MILE SINGLE TRACK

Depreciation Due to Joints.

	Cost New	Scrap Value	Wearing Value
Rail, cut off 3% of cost and hauling	$ 164.29	.....	.....
3% Scrap 4.01 tons at $11.00	.....	$ 44.11	$ 120.18
Rail Chair Joints and bolts	387.20	.....	.....
352 at 60 lbs. = 9.43 tons at $11.00	.....	103.73	283.47
Labor on joints at .01 per ft	52.80	.....	52.80
Labor:			
Placing rail, spiking, etc. .09			
Surfacing .02			
Miscellaneous and incidental .03			
5,280 ft. at .14	739.20	.....	739.20
	$1,343.49	$147.84	$1,195.65

Life of joint, 20 years.
Annual depreciation in per cent of wearing value, 5%.

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties	$1,232.00	.....	$1,232.00
Tie rods	147.00	.....	147.00
Tie plates	316.80	.....	.....
3 tons scrap at $10.00	.....	$ 30.00	286.80
Spikes	120.00	.....	.....
2 tons Scrap at $10.00	.....	20.00	100.00
Labor: Placing ties, .02 per ft	105.60	.....	105.60
	$1,921.40	$ 50.00	$1,871.40

Life of Tie, 20 years.
Annual depreciation in per cent of wearing value 5%.

Depreciation Due to Rail.

		Cost New	Scrap Value	Wearing Value
Rail 97% of rail and hauling		$5,312.08		
†97% of scrap 119.56 tons at $11.00	$1,315.16			
Less 5 cents per foot for removal	256.08			
	$1,059.08		$1,059.08	$4,253.00
Labor remaining to be depreciated		686.40		686.40
		$5,998.48	$1,059.08	$4,939.40

†10 tons of scrap deducted because of wear.

Cost of parts depreciated with joints	$1,343.49
Cost of parts depreciated with ties	1,921.40
Cost of parts depreciated with rail	5,998.48
Cost of parts not depreciated	1,205.00
Total cost of parts depreciated	$10,468.37

$1,343.49 = 12.8 of $10,468.37
1,921.40 = 18.4 of 10,468.37
5,998.48 = 57.3 of 10,468.37
1,205.00 = 11.5 of 10,468.37

Above percentages to be used to distribute to joints, ties and rails, proper proportion of part of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering, incidentals, etc., 15%	$1,570.25
12.8% of $1,570.25 = amount to be depreciated with joints	200.99
Actual wearing value of joints	1,195.65
Total value of joints to be depreciated 5% annually	$1,396.64
5% of $1,396.64 = $69.83, annual depreciation.	
18.4% of $1,570.25 = amount to be depreciated with ties	288.93
Actual wearing value of ties	1,871.40
Total value of ties to be depreciated 5% annually	$2,160.33
5% of $2,160.33 = $108.02, annual depreciation.	
57.3% of $1,570.25 = amount to be depreciated with rail	899.75
Actual wearing value of rail	4,939.40
Total value of rail to be depreciated	$5,839.15
11.5% of $1,570.25 = amount not to be depreciated	180.58
Cost of part not depreciated	1,205.00
	$1,385.58

	Original Depth of Head	Scrap Depth	Wearing Depth
7 3 /16 in. Johnson L-346.....	77 /64	40 /64	37 /64

1 37th of $5,839.15 = $157.78 which is the amount of depreciation for each 1 /64th in. of wear.

RECAPITULATION.

Parts depreciated with joints	$ 1,396.64
Scrap value of parts depreciated with joints	147.84
Parts depreciated with ties	2,160.33
Scrap value of parts depreciated with ties	50.00
Parts depreciated with rail	5,839.15
Scrap value of parts depreciated with rail	1,059.08
Parts not depreciated (excavation)	1,385.58
Total	$12,038.62

CLASS B-1.

7-3 16 in. Girder Rail, 85 lb. 30 ft. lengths, no Ballast, 3 ft. Tie Spacing, Tie Plates on every other tie, Bonded Joints.

Estimate of Cost to Produce One Mile of Single Track 11 ft. 6 in. centers.

UNIT COST ESTIMATED.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 85 lb. per yd. (delivered)	Tons	133.57	$40.00	$5,342.80
Hauling to street	"	133.57	1.00	133.57
Excavation (11 ft. 6 in. centers)	Cu. Yds.	2,610	.50	1,305.00
Ties delivered	Each	1,760	.70	1,232.00
Tie rods	"	700	.21	147.00
Tie plates (braced)	"	1,760	.18	316.80
Rail chair joints, complete	"	352	1.10	387.20
Spikes	Keg	30	4.00	120.00
Labor, track laying	Per Ft.	5,280	.30	1,584.00
				$10,568.37
Organization, engineering and incidentals, 15%				1,585.25
Total cost per mile				$12,153.62

DEPRECIATION OF ONE MILE SINGLE TRACK.

Depreciation Due to Joints.

		Unit Cost	Scrap Value	Wearing Value
Rail, cut-off 3% of cost and hauling.		$ 164.29	.....	.....
3% Scrap 4.01 tons at $11.00		.....	$ 44.11	$ 120.18
Rail Chair Joints and bolts		387.20	.....	.....
352 at 60 lbs.—9.43 ton at $11.00		.....	103.73	283.47
Labor on Joints at .01 per ft		52.80	.....	52.80
Labor:				
Placing rail, spiking, etc.	.09			
Surfacing	.02			
Miscellaneous and incidentals	.03			
5,280 ft. at	.14	739.20	.....	739.20
		$1,343.49	$147.84	$1,195.65

Life of Joint, 20 years,
Annual depreciation in per cent of wearing value 5%

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties	$1,232.00	.....	$1,232.00
Tie rods	147.00	.....	147.00
Tie plates	316.80	.....	.....
3 tons scrap at $10.00	.....	$ 30.00	286.80
Spikes	120.00	.....	.....
2 tons at $10.00	.....	20.00	100.00
Labor, placing ties, .02 per ft	105.60	.....	105.60
	$1,921.40	.....	$1,871.40

Life of Tie, 20 years.
Annual depreciation in per cent of wearing value 5%

Depreciation Due to Rail.

		Cost New	Scrap Value	Wearing Value
Rail 97% of rail and hauling		$5,312.08	.....	.....
*97% of scrap 119.56 tons at $11.00	$1,315.16			
Less 5c. per ft. for removal	256.08			
	$1,059.08		$1,059.08	$4,253.00
Labor remaining to be depreciated		686.40	.....	686.40
		$5,998.48	$1,059.08	$4,939.40

*10 tons of scrap deducted because of wear.

Cost of parts depreciated with joints	$ 1,343.49
Cost of parts depreciated with ties	1,921.40
Cost of parts depreciated with rail	5,998.48
Cost of parts not depreciated	1,305.00
Total cost of parts depreciated	$10,568.37

1,343.49 = 12.7% of $10,568.37
1,921.40 = 18.2% of 10,568.37
5,998.48 = 56.9% of 10,568.37
1,305.00 = 12.2% of 10,568.37

Above percentages to be used to distribute to joints, ties and rails, proper proportion of part of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering, incidentals, etc., 15%	$ 1,585.25
12.7% of $1,585.25 = amount to be depreciated with joints	201.33
Actual wearing value of joints	1,195.65
Total value of joints to be depreciated, 5% annually	$ 1,396.98

5% of $1,396.98 = $69.85 annual depreciation.

18.2% of $1,585.25 = amount to be depreciated with ties	288.51
Actual wearing value of ties	1,871.40
Total value of ties to be depreciated, 5% annually	$ 2,159.91
56.9% of $1,585.25 = amount to be depreciated with rail	902.01
Actual wearing value of rail	4,939.40
Total value of rail to be depreciated	$ 5,841.41
12.2% of $1,585.25 = amount not to be depreciated	$ 193.40
Cost of excavation not depreciated	1,305.00
	$ 1,498.40

	Original Depth of Head	Scrap Depth	Wearing Depth
7–3 16 in. Johnson L 346	77 64	40 64	37 64

1 37th of $5,841.41 = $157.88 which is the amount of depreciation for each 1 /64th in. of wear.

RECAPITULATION.

Parts depreciated with joints	$ 1,396.98
Scrap value of parts depreciated with joints	147.84
Parts depreciated with ties	2,159.91
Scrap value of parts depreciated with ties	50.00
Parts depreciated with rail	5,841.41
Scrap value of parts depreciated with rail	1,059.08
Part not depreciated (excavation)	1,498.40
Total	$12,153.62

CLASS B 2.

7–3 16 in. Girder Rail, 85 lb. 60 ft. lengths, no Ballast, 2.5 ft. Tie Spacing, Tie Plates on every other tie, Bonded Fish Joints.

Estimate of Cost to Produce One Mile of Single Track.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 85 lb. per yd.(delivered).	Ton	133.57	$40.00	$5,342.80
Hauling rail to street	"	133.57	1.00	133.57
Excavation	Cu. Yds.	2,410	.50	1,205.00
Ties delivered	Each	2,112	.70	1,478.40
Tie Rods	"	700	.21	147.00
Tie Plates	"	2,112	.18	380.16
Spikes	Keg	35	4.00	140.00
Fish Plates (complete) 176 at 60 lbs. each	Ton	4.72	42.00	198.24
Labor, track laying	Ft.	5,280	.30	1,584.00
				$10,609.17
Organization, engineering and incidentals, 15%				1,591.38
Total cost per mile				$12,200.55

DEPRECIATION OF ONE MILE OF SINGLE TRACK.

Depreciation Due to Joints.

		Cost New	Scrap Value	Wearing Value
Rail, cut off 1½% of cost and hauling.		$ 82.15	.....	.....
1½% of scrap 2 tons at $11.00....		.....	$22.00	$60.15
Fish Plates.....		198.24	.....	.....
Scrap, 4.72 tons at $11.00.....		.....	51.92	146.32
Labor on Joints at .01 per foot.....		52.80	.....	52.80
Labor:				
Placing Rail, spiking, etc...	.09			
Surfacing.....	.02			
Miscellaneous and Incidentals	.03			
5,280 ft. at.....	.14	739.20	.....	739.20
		$1,072.39	$73.92	$998.47

Life of Joint, 20 years.
Annual depreciation in per cent of wearing value..... 5%

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties delivered.....	$1,478.40	.....	$1,478.40
Tie Rods.....	147.00	.....	.....
Tie Plates.....	380.16	.....	.....
Scrap, 4.5 tons at $10.00.....	.....	$45.00	147.00
Spikes.....	140.00	.....	335.16
Scrap, 2.5 tons at $10.00.....	.....	25.00	115.00
Labor—placing ties at .02 per ft.....	105.60	.....	105.60
	$2,251.16	70.00	$2,181.16

Life of tie, 20 years.
Annual depreciation in per cent of wearing value..... 5%

Depreciation Due to Rail.

		Cost New	Scrap Value	Wearing Value
Rail—98½% of rail and hauling		$5,394.22		
*98½% of scrap, 121.57 tons at $11.00	$1,337.27			
Less 5c per foot for removal	260.04			
	$1,077.23		$1,077.23	$4,316.99
Labor yet remaining to be depreciated		686.40		686.40
		$6,080.62	$1,077.23	$5,003.39

*10 tons of scrap depreciated because of wear.

Cost of parts depreciated with joints	$ 1,072.39
Cost of parts depreciated with ties	2,251.16
Cost of parts depreciated with rail	6,080.62
Cost of parts not depreciated	1,205.00
Total cost of parts depreciated	$10,609.17

$1,072.39 = 10.2% of $10,609.17
2,251.16 = 21.2% of 10,609.17
6,080.62 = 57.3% of 10,609.17
1,205.00 = 11.3% of 10,609.17

Above percentages to be used to distribute to joints, ties and rails proper proportion of part of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering, incidentals, 15%	$ 1,591.38
10.2% of $1,591.38—amount to be depreciated with joints	162.32
Actual wearing value of joints	998.47
Total value of joints to be depreciated 5% annually	$1,160.79

5% of $1,160.72 = 58.04 annual depreciation.

21.2% of $1,591.38 = amount to be depreciated with ties	337.37
Actual wearing value of ties	2,181.16
Total value of ties to be depreciated 5% annually	$2,518.53

5% of $2,518.53 = 125.93, annual depreciation.

57.3% of $1,591.38 = amount to be depreciated with rail	$ 911.85
Actual wearing value of rail	5,003.39
Total value of rail to be depreciated	$5,915.24
11.3% of $1,591.38 = amount not depreciated	179.82
Cost of parts not depreciated	1,205.00
	$1,384.82

	Original Depth of Head	Scrap Depth	Wearing Depth
7–3 /16 in. Johnson L–346	77 /64	40 /64	37 /64

1 37th of $5,915.24 = $159.88 which is amount of depreciation for each 1 /64th in. of wear.

RECAPITULATION.

Parts depreciated with joints	$1,160.79
Scrap value of parts depreciated with joints	73.92
Parts depreciated with ties	2,518.53
Scrap value of parts depreciated with ties	70.00
Parts depreciated with rail	5,915.24
Scrap value of parts depreciated with rail	1,077.25
Parts not depreciated	1,384.82
Total	$12,200.55

CLASS B-3.

7 3 16 in., Girder Rail, 85 lbs., 30 ft. lengths, No Ballast, 2 ft. Tie Spacing, Tie-plates on every other Tie, Bonded Fish-plate Joints, 7½ ft., Tie-rod Spacing.

Estimate of Cost to Produce One Mile of Single Track.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 85 lbs., per yard	Ton	133.57	$40.00	$ 5,342.80
Hauling Rail to street	"	133.57	1.00	133.57
Excavation	Cu. Yds.	2410.	.50	1,205.00
Ties delivered	Each	2640.	.70	1,848.00
Tie-rods	"	700.	.21	147.00
Tie-plates	"	2640.	.18	475.20
Spikes	Keg	40.	4.00	160.00
Fish-plates (complete): 352 at 60 lbs. each	Ton	9.44	42.00	396.48
Labor—track laying	Per ft.	5280.	.30	1,584.00
				$11,292.05
Organization, engineering and incidentals, 15%				1,693.81
Total cost per mile				$12,985.86

DEPRECIATION OF ONE MILE OF SINGLE TRACK.

Depreciation Due to Joints.

	Cost New	Scrap Value	Wearing Value
Rail, cut off 3% of cost and hauling..$	164.29	.....	.....
3% of scrap—4 tons at $11.00.....	.....	$ 44.00	$ 120.29
Fish plates, complete.....	396.48	.....	.....
352 at 60 lbs.—9.44 tons at $11.00.	.....	103.84	292.64
Labor on Joints at .01 per ft	52.80	.....	52.80
Labor:			
Placing Rail, Spiking, etc..... .09			
Surfacing..... .02			
Miscellaneous and incidentals. .03			
at..... .14	739.20	.....	739.20
	$ 1,352.77	$147.84	$ 1,204.93

Life of Joint, 20 years.
Annual depreciation in per cent of wearing value.....5%

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties.....$	1,848.00	.....	$ 1,848.00
Tie-rods.....	147.00	.....	147.00
Tie-plates.....	475.20	.....	.....
5 tons of scrap at $10.00.....	.....	$ 50.00	425.20
Spikes.....	160.00	.....	.....
3 tons of scrap at $10.00.....	.....	30.00	130.00
Labor placing Ties at .03 per ft.....	158.40	.....	158.40
	$ 2,788.60	$ 80.00	$ 2,708.60

Life of Tie, 20 years.
Annual depreciation in per cent of wearing value.....5%

Depreciation Due to Rail.

		Cost New	Scrap Value	Wearing Value
Rail, 97% of rail and hauling		$ 5,312.08	.....	.....
†97% of scrap, 119.56 tons at $11.00	$1,315.16			
Less 5c per ft. for removal	256.08			
	$1,059.08		$1,059.08	$4,253.00
Labor remaining to be depreciated		633.60	.....	633.60
		$5,945.68	$1,059.08	$ 4,886.60

†10 tons of scrap deducted because of wear.

Cost of parts depreciated with joints	$ 1,352.77
Cost of parts depreciated with ties	2,788.60
Cost of parts depreciated with rail	5,945.68
Cost of parts not depreciated	1,205.00
	$11,292.05

$1,352.77 = 12.0% of $11,292.05
2,788.60 = 24.7% of 11,292.05
5,945.00 = 52.6% of 11,292.05
1,205.00 = 10.7% of 11,292.05

Above percentages to be used to distribute to joints, ties and rails proper proportion of parts of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering and incidentals, 15%	$1,693.81
12.0% of $1,693.81 = amount to be depreciated with joints	203.27
Actual wearing value of joints	1,204.93
Total value of joints to be depreciated, 5% annually	1,408.20
5% of $1,408.19 = $70.42 annual depreciation.	
24.7% of $1,693.81 = amount to be depreciated with ties	418.34
Actual wearing value of ties	2,708.60
Total value of ties to be depreciated, 5% annually	3,126.94
5% of $3,126.94 = $156.35.	
52.6% of $3,126.94 = amount to be depreciated with rail	890.95
Actual wearing value of rail	4,886.60
Total value of rail to be depreciated	$5,777.55
10.7% of $1,693.81 = amount not depreciated	$ 181.25
Value of parts not depreciated	1,205.00
Total value of part not depreciated	$1,386.25

	Original Depth of Head	Scrap Depth	Wearing Depth
7–3 /16 in. 85-lb. Girder Rail	77 /64	40 /64	37 /64

1 37th of $5,777.55 = $156.15 which is amount of depreciation for each 1 /64th in. of wear.

RECAPITULATION.

Parts depreciated with joints	$ 1,408.20
Scrap value of parts depreciated with joints	147.84
Parts depreciated with ties	3,126.94
Scrap value of parts depreciated with ties	80.00
Parts depreciated with rail	5,777.55
Scrap value of parts depreciated with rail	1,059.08
Parts not depreciated	1,386.25
Total	$12,985.86

CLASS B-4.

7–3 /16-in. Girder Rail 85 lbs., 60 ft. lengths, Cinder Ballast, 2 ft. Tie spacing, no tie-plates, Welded Joints, 7 1 2 ft. Tie-Rod spacing.

Estimate of Cost to Produce One Mile of Single Track.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 85 lbs. per yd.	Ton	133.57	$40.00	$ 5,342.80
Hauling Rail to Street	Ton	133.57	1.00	133.57
Excavation	Cu. Yd.	2,500	.50	1,250.00
Ties delivered	each	2,640	.70	1,848.00
Tie-Rods	"	700	.21	147.00
Spikes	keg	40	4.00	160.00
Ballast, cinder	Cu. Yd.	1,400	.90	1,260.00
Welded Joints (Cast)	each	176	4.25	748.00
Labor, track laying	per ft.	5,280	.30	1,584.00
Labor, handling ballast	per ft.	5,280	.05	264.00
				$12,737.37
Organization, engineering and incidentals, 15%				1,910.61
Total Cost Per Mile				$14,647.98

DEPRECIATION OF ONE MILE OF TRACK.

Depreciation Due to Substructure.

	Cost New	Scrap Value	Wearing Value
Ties	$1,848.00	.....	$1,848.00
Tie-rods	147.00	.....	147.00
Spikes	160.00	.....	
3 tons of scrap at $10.00	.....	$ 30.00	130.00
Ballast	1,260.00	.....	.....
Deduct 25% for reclaiming	.....	945.00	315.00
Labor, placing ballast at 5c	264.00	.....	264.00
Labor, placing ties at 3c	158.40	.....	158.40
	$3,837.40	$ 975.00	$2,862.40

Life of Substructure, 20 years.
Annual depreciation in per cent of wearing value..... 5%

Depreciation Due to Rail.

		Cost New	Scrap Value	Wearing Value
Rail, cost and hauling		$5,476.37	.....	.....
*123.57 tons of scrap at $11.00	$1,359.27			
Less 5c. per ft. for removal	264.00			
	$1,095.27		$1,095.27	$4,381.10
Welds		748.00	.....	.....
7.5 tons scrap at $11.00		.....	82.50	665.50
Labor remaining to be depreciated		1,425.60	.....	1,425.60
		$7,649.97	$1,177.77	$6,472.20

*Ten tons deducted for wear.

Parts Not Depreciated.

Excavation	$1,250.00

Total Cost of Parts Depreciated.

Cost of parts depreciated with substructure	$3,837.40
Cost of parts depreciated with rail	7,649.97
Cost of parts not depreciated	1,250.00
	$12,737.37

$3,837.40 = 30.1% of $12,737.37
7,649.97 = 60.1% of 12,737.37
1,250.00 = 9.8% of 12,737.37

Above percentages to be used to distribute to substructure and rail, the proper proportion of parts of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering and incidentals 15%	$	1,910.61
30.1% of $1,910.61 = amount to be depreciated with substructure		575.09
Actual wearing value of substructure		2,862.40
Total value of substructure to be depreciated 5% annually	$	3,437.49
5% of $3,437.49 = $171.87 annual depreciation.		
60.1% of $1,910.61 = amount to be depreciated with rail		1,148.28
Actiual wearing value of rail		6,472.20
Total wearing value of rail	$	7,620.48
Original depth of head, 77 /64		
Scrap depth of head, 40 /64		
Wearing depth of head, 37 /64		
1 37th of $7,620.48 = $205.96 depreciation due to each 1 64th inch of wear.		
9.8% of $1,910.61 = amount of 15% charge not depreciated	$	187.24
Cost of parts not depreciated		1,250.00
	$	1,437.24

RECAPITULATION.

Parts depreciated with substructure	$	3,437.49
Scrap value of substructure		975.00
Parts depreciated with rail		7,620.48
Scrap value of rail		1,177.77
Parts not depreciated (excavation)		1,437.24
Total	$	14,647.98

CLASS C.

7-in. 96 lb. Trilby (L-357) 30 ft. lengths. No ballast; 2 ft. Tie Spacing; Tie-plates every other tie; Bonded Fish-plate Joints; Tie-rod Spacing 7½ ft.

Estimate of Cost to Produce One Mile of Single Track.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 96 lb. Trilby	Ton	150.86	$40.00	$ 6,034.40
Hauling rail to street	"	150.86	1.00	150.86
Excavation	Cu. Yds.	2,410.00	.50	1,205.00
Ties, delivered	Each	2,640.00	.70	1,848.00
Tie-rods	"	700.00	.21	147.00
Tie-plates	"	2,640.00	.18	475.20
Spikes	Keg	40.00	4.00	160.00
Fish-plates complete 352 at 60 lb. each	Ton	9.44	42.00	396.48
Labor at 30c. per ft	Ft.	5,280.00	30	1,584.00
				$12,000.94
Organization, engineering and incidentals, 15%				1,800.14
Total cost per mile				$13,801.08

DEPRECIATION OF ONE MILE SINGLE TRACK.

Depreciation Due to Joints.

	Cost New	Scrap Value	Wearing Value
Rail, cut off 3% of cost and hauling	$ 185.56	.....	.....
3% Scrap = 4.52 tons at $11.00	.....	$ 49.72	$ 135.84
Joints complete	396.48	.....	.....
352 at 60 lbs. = 9.44 tons at $11.00	.....	103.84	292.64
Labor on Joints at .01 per ft	52.80	.....	52.80
Labor:			
Placing rail, spiking, etc. .09			
Surfacing .02			
Miscellaneous and incidentals .03			
5,280 feet at .14	739.20	.....	739.20
	$1,374.04	$1,535.56	$1,220.48

Life of Joint, 20 years.

Annual depreciation in per cent of wearing value 5%

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties	$1,848.00	.....	$1,848.00
Tie-rods	147.00	.....	147.00
Tie-plates	475.20	.....	.....
5 tons scrap at $10.00	.....	$50.00	425.20
Spikes	160.00	.....	.....
3 tons scrap at $10.00	.....	30.00	130.00
Labor, placing ties at 3c. per ft	158.40	.....	158.40
	$3,788.60	$80.00	$2,708.60

Life of tie, 20 years.
Annual depreciation in per cent of wearing value 5%

Depreciation Due to Rails.

		Cost New	Scrap Value	Wearing Value
Rail, 97% of rail and hauling		$5,999.70	.....	.....
97% of scrap 136.34 tons at $11.00	$1,499.74			
Less 5c. per ft. for removal	256.08			
	$1,243.66		$1,243.66	$4,756.04
Labor remaining to be depreciated		633.60	.....	633.60
		$6,633.30	$1,243.66	$5,389.64

10 tons of scrap deducted because of wear.

Cost of parts depreciated with joints	$1,374.04
Cost of parts depreciated with ties	2,788.60
Cost of parts depreciated with rail	6,633.30
Cost of parts not depreciated	1,205.00
Total cost of parts depreciated	$12,000.94

$1,374.04 = 11.5% of $12,000.94
2,788.60 = 23.2% of 12,000.94
6,633.30 = 55.3% of 12,000.94
1,205.00 = 10.0% of 12,000.94

Above percentages to be used to distribute to joints, ties and rails proper proportion of part of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering, incidentals, etc., 15%	$ 1,800.14
11.5% of $1,800.14 = amount to be depreciated with joints	207.02
Actual wearing value of joints	1,220.48
Total value of joints to be depreciated 5% annually	$ 1,427.50
5% of $1,427.50 = $71.38 annual depreciation.	
23.2% of $1,800.14 = amount to be depreciated with ties	417.63
Actual wearing value of ties	2,708.60
Total value of ties to be depreciated 5% annually	$ 3,126.23
5% of $3,126.23 = $156.31, annual depreciation.	
55.3% of $1,800.14 = amount to be depreciated with rail	$ 995.48
Actual wearing value of rail	5,389.64
Total value of rail to be depreciated	$6,385.12
10% of $1,800.14 = amount not depreciated	180.01
Cost of part not depreciated	1,205.00
Total value of part not depreciated	$ 1,385.01

	Original Depth of Head	Scrap Depth	Wearing Depth
7-in. 96 lb. Trilby (L-357)	72 /64	40 /64	32 /64

1 32nd of $6,385.12 = $199.48 which is amount of depreciation for each 1 /64th of wear.

RECAPITULATION.

Parts depreciated with joints	$ 1,427.50
Scrap value of parts depreciated with joints	153.56
Parts depreciated with ties	3,126.23
Scrap value of parts depreciated with ties	80.00
Parts depreciated with rail	6,385.12
Scrap value of parts depreciated with rail	1,243.66
Parts not depreciated	1,385.01
Total value	$13,801.08

CLASS D.

6 in. 78-lb. Girder (L-225) 30 ft. length. No Ballast 2 ft. Tie Spacing. Tie-plates every other Tie. Bonded Fish-plate Joints. Tie-rod Spacing $7\frac{1}{2}$ ft.

Estimate of cost to produce one mile of single track.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 78-lb. Girder	Ton	122.57	$40.00	$ 4,902.80
Hauling to street	"	122.57	1.00	122.57
Excavation	Cu. Yds.	2410	.50	1,205.00
Ties, delivered	Each	2640	.70	1,848.00
Tie-rods	"	700	.21	147.00
Tie-plates	"	2640	.18	475.20
Spikes	Keg	40	4.00	160.00
Fish-plates, complete, 352 at 60 lbs	Ton	9.44	42.00	396.48
Labor, at 30c per ft	Ft.	5280	.30	1,584.00
				$ 10,841.05
Organization, engineering and incidentals, 15%				$ 1,626.16
Total cost per mile				$ 12,467.21

DEPRECIATION OF ONE MILE OF SINGLE TRACK.

Depreciation Due to Joints.

	Cost New	Scrap Value	Wearing Value
Rail cut off, 3% of cost and hauling	$ 150.76	$	$ .....
3% scrap, 3.68 tons at $11.00	.....	40.48	110.28
Fish-plates, 9.44 tons	396.48	.....	.....
Scrap at $11.00	.....	103.84	292.64
Labor on Joints at .01 per ft	52.80	.....	52.80
Labor on Rail:			
Placing, spiking, etc. .09			
Surfacing .02			
Miscellaneous and incidentals. .03			
5,280 ft. at .14	739.20	.....	739.20
	$ 1,339.24	$144.32	$ 1,194.92

Life of Joint, 20 years.

Annual depreciation in per cent of wearing value 5%

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties	$1,848.00	.....	$ 1,848.00
Tie-rods	147.00	.....	147.00
Tie-plates	475.20	.....	.....
Scrap, 5 tons at $10.00	.....	$ 50.00	425.20
Spikes	160.00	.....	.....
Scrap, 3 tons at $10.00	.....	30.00	130.00
Labor, placing ties at 3c per ft	158.40	.....	158.40
	$ 2,788.60	$ 80.00	$ 2,708.60

Life of Tie, 20 years.
Annual depreciation in per cent of wearing value 5%

Depreciation Due to Rails.

		Cost New	Scrap Value	Wearing Value
Rail, 97% of rail and hauling		$ 4,874.61		
*97% of scrap, 108.89 tons at $11.00	$ 1,197.79			
Less 5c per ft. for removal	256.08			
	$ 941.71		$941.71	$ 3,932.90
Labor remaining to be depreciated		633.60	.....	633.60
		$ 5,508.21	$941.71	$ 4,566.50

*10 tons of scrap deducted because of wear.

Cost of parts depreciated with joints	$ 1,339.24
Cost of parts depreciated with ties	2,788.60
Cost of parts depreciated with rail	5,508.21
Cost of parts not depreciated	1,205.00
Total cost of parts depreciated	$ 10,841.05

$1,339.24 = 12.4% of $10,841.05.
2,788.21 = 25.7% of 10,841.05.
5,508.21 = 50.8% of 10,841.05.
1,205.00 = 11.1% of 10,841.05.

Above percentages to be used to distribute to joints, ties and rails proper proportion of parts of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering, incidentals, etc, 15%	$ 1,626.16
12.4% of $1,626.16 = amount to be depreciated with joints.	201.65
Actual wearing value of joints	1,194.92
Total value of joints to be depreciated, 5% annually	$ 1,396.57
5% of $1,396.57 = $69.83 annual depreciation.	
25.7% of $1,626.16 = amount to be depreciated with ties	$ 417.92
Actual wearing value of ties	2,708.60
Total value of ties to be depreciated, 5% annually	$ 3,126.52
5% of $3,126.52 = $156.33 annual depreciation.	
50.8% of $1,626.16 = amount to be depreciated with rail	$ 826.09
Actual wearing value of rail	4,566.50
Total value of rail to be depreciated	$ 5,392.59
11.1% of $1,676.16 = amount not to be depreciated	$ 180.50
Value of excavation not depreciated	1,205.00
	$ 1,385.50

	Original Depth of Head	Scrap Depth	Wearing Depth
6 in. 78 lb. Johnson	69 /64	40 /64	29 /64

1 29th of $5,392.59 = $185.94, which is amount to be depreciated for each 1 /64th inch of wear.

RECAPITULATION.

Parts depreciated with joints	$ 1,396.57
Scrap value of parts depreciated with joints	144.32
Parts depreciated with ties	3,126.52
Scrap value of parts depreciated with ties	80.00
Parts depreciated with rail	5,392.59
Scrap value of parts depreciated with rail	941.71
Parts not depreciated (excavation)	11,385.50
	$ 12,467.21

CLASS D-1.

6 in. 78 lb. Girder (L-225), 60 ft. lengths; No Ballast; 2 ft. Tie Spacing; Tie Plates on every other tie.
Welded Joints; 7½ ft. Tie Rod Spacing.

Estimate of Cost to Produce One Mile of Single Track.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 78-lb. Girder	Ton	122.57	$40.00	$ 4,902.80
Hauling to Street	"	122.57	1.00	122.57
Excavation	Cu. Yd.	2,410	.50	1,205.00
Ties, delivered	Each	2,640	.70	1,848.00
Tie-rods	"	700	.21	147.00
Tie-plates	"	2,640	.18	475.20
Spikes	Keg	40	4.00	160.00
Welded Joints, cast	Each	176	4.25	748.00
Labor, track laying	Ft.	5,280	.30	1,584.00
				$11,192.57
Organization, engineering and incidentals, 15%				1,678.89
				$12,871.46

DEPRECIATION OF ONE MILE OF SINGLE TRACK.

Depreciation Due to Substructure.

	Cost New	Scrap Value	Wearing Value
Ties	$1,848.00	.....	$1,848.00
Tie-Rods	147.00	.....	147.00
Tie-plates	475.20	.....	.....
Scrap, 5 tons at $10.00	.....	$ 50.00	425.20
Spikes	160.00	.....	.....
Scrap, 3 tons at $10.00	.....	30.00	130.00
Labor, placing ties at 3 cts. ft.	158.40	.....	158.40
	$2,788.60	$ 80.00	$2,708.60

Life of Substructure, 20 years.
Annual depreciation in per cent of wearing value 5%

Depreciation Due to Rail.

		Cost New	Scrap Value	Wearing Value
Rail, cost and hauling		$5,025.37		
*112.57 tons of scrap, at $11.00	$1,238.27			
Less 5c per ft. for removal	264.00			
	$ 974.27		$ 974.27	$4,051.10
Welds		748.00		
7.5 tons scrap at $11			82.50	665.50
Labor, remaining to be depreciated, 27c ft.		1,425.60		1,425.60
		$7,198.97	$1,056.77	$6,142.20

*Ten tons deducted for wear.

Parts Not Depreciated.

Excavation	$1,205.00	$1,205.00

Total Cost of Parts Depreciated.

Cost of parts depreciated with substructure	$ 2,788.60
Cost of parts depreciated with rail	7,198.97
Cost of parts not depreciated	1,205.00
	$11,192.57

$2,788.60 = 24.9% of $11,192.57
7,198.97 = 64.3% of 11,192.57
1,205.00 = 10.8% of 11,192.57

Above percentages to be used to distribute to substructure and rail, the proper proportion of parts of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering, incidentals, etc, 15%	$ 1,678.89
24.9% of $1,678.89 = amount to be depreciated with substructure	418.04
Actual wearing value of substructure	2,708.60
Total value of substructure to be depreciated, 5% annually	$ 3,126.64

5% of $3,126.64 = $156.33 annual depreciation.

64.3% of $1,678.89 = amount to be depreciated with rail	$ 1,079.53
Actual wearing value of rail	6,142.20
Total wearing value of rail	$ 7,221.73

	Original Depth of Head	Scrap Depth	Wearing Depth
6-in. 78-lb. Johnson Rail	69/64	40/64	29/64

1/29th of $7,221.73 = $249.06 depreciation due to each 1/64th in. of wear.

10.8% of $1,678.89 = amount not depreciated	$ 181.32
Value of Excavation not Depreciated	1,205.00
	$ 1,386.32

RECAPITULATION.

Parts depreciated with substructure	$ 3,126.64
Scrap value of substructure	80.00
Parts depreciated with Rail	7,221.73
Scrap value of rail	1,056.77
Parts not depreciated (Excavation)	1,386.32
Total	$12,871.46

CLASS E.

4½ in. approx. 70-lb. Girder Rail, 30 ft. length—no ballast. Rail on chairs—2 ft. tie spacing—7½ ft. tie-rod spacing.

Estimate of Cost to Produce One Mile of Single Track.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 70-lb	Ton	110	$40.00	$ 4,400.00
Hauling to street	Ton	110	1.00	110.00
Excavation	Cu. Yd.	2,346	.50	1,173.00
Ties, delivered	Each	2,640	.70	1,848.00
Tie-rods	Each	700	.21	147.00
Spikes	Keg	40	4.00	160.00
Rail chairs	Each	5,280	.50	2,640.00
Fish-plates, complete, 352 at 19 lbs	Ton	2.98	42.00	125.16
Labor, track laying	Ft.	5,280	.30	1,584.00
				$12,187.16
Organization, engineering and incidentals, 15%				1,828.08
Total Cost Per Mile				$14,015.24

CLASS E.

All Class E Rail is Scrap.

Rail, 110 ton–10=100 ton at $11.00	$1,100.00	
Less 5c per ft. for removal	264.00	
	$ 836.00	$836.00
Chairs, 26.4 ton at $10.00		264.00
Tie-rod, 3.5 ton at $10.00		35.00
Spikes, 3.6 ton at $10.00		36.00
Fish-plates, 2.98 ton at $11.00		32.78
		$1,203.78
Excavation		600.00
Present value of Scrap Track Per Mile		$1,803.78

CLASS F.

$8\frac{3}{4}$ in. Girder Rail, 96 lbs., 30 ft. Lengths, Cinder Ballast, 2 ft. 6 in. Tie Spacing, Braced Tie Plates on every Tie, $7\frac{1}{2}$ ft. Tie Rod Spacing, Bonded Fish-plate Joints.

Estimate of Cost to Produce One Mile of Single Track.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, $8\frac{3}{4}$ in. 96 lb. Girder, (L-206)	Ton	150.86	$40.00	$ 6,034.40
Hauling to street	Ton	150.86	1.00	150.86
Excavation	Cu. Yd.	2,500	.50	1,250.00
Ties	Each	2,112	.70	1,478.40
Tie-plates	Each	4,224	.18	760.32
Tie-rods	Each	700	.21	147.00
Cinder Ballast	Cu.Yd.	1,400	.90	1,260.00
Fish-plates complete, 352 at 126 lbs	Ton	19.8	42.00	831.60
Spikes	Keg	40	4.00	160.00
Labor, track laying	Per ft.	5,280	.30	1,584.00
				$13,656.58
Organization, engineering and incidentals, 15%				2,048.49
				$15,705.07

DEPRECIATION OF ONE MILE OF SINGLE TRACK.

Depreciation Due to Joints.

	Cost New	Scrap Value	Wearing Value
Rail cut off 3% of cost and hauling	$ 185.56	.....	.....
3% scrap, 4.53 tons at $11.00	.....	$ 49.83	$ 135.73
Fish-Plates	831.60	.....	.....
Scrap, 19.8 tons at $11.00		217.80	613.80
Labor on Joints at .01 per ft.	52.80	.....	52.80
Labor:			
Placing rail, spiking, etc....09			
Surfacing.....02			
Miscellaneous and incidentals.....03			
5,280 ft. at.....14	739.20	.....	739.20
	$1,809.16	$ 267.63	$1,541.53

Life of Joint, 20 years.
Annual depreciation in per cent of wearing value.....5%

Depreciation Due to Ties.

	Cost New	Scrap Value	Wearing Value
Ties	$1,478.40	.....	$1,478.40
Tie Rods	147.00	.....	147.00
Tie Plates	760.32	.....	.....
Scrap, 9 tons at $10.00	.....	$ 90.00	670.32
Spikes	160.00	.....	.....
Scrap, 3 tons at $10.00	.....	30.00	130.00
Labor—Placing ties, .02 per ft	105.60	.....	105.60
Ballast	1,260.00	.....	.....
Less 25% for reclaiming	.....	945.00	315.00
	$3,911.32	$1,065.00	2,846.32

Life of Tie, 20 years
Annual depreciation in per cent of wearing value.....5%

Depreciation Due to Rail.

		Cost New	Scrap Value	Wearing Value
Rail, 97% of rail and hauling		$5,999.70		
†97% of scrap 136.33 tons at $11.00	$1,499.63			
Less 5c. per ft. for removal	256.08			
	$1,243.55		$1,243.55	$4,756.15
Labor remaining to be depreciated		686.40		686.40
		$6,686.10	$1,243.55	$5,442.55

†10 tons of scrap deducted because of wear.

Parts not Depreciated.

Excavation	$1,250.00
Cost of parts depreciated with Joints	$1,809.16
Cost of parts depreciated with Ties	3,911.32
Cost of parts depreciated with Rail	6,686.10
Cost of parts not depreciated	1,250.00
Total cost of parts depreciated	$13,656.58

$1,809.16 = 13.25% of $13,656.58
3,911.32 = 28. 7% of 13,656.58
6,686.10 = 49. 0% of 13,656.58
1,250.00 = 9.15% of 13,656.58

Above percentages to be used to distribute to joints, ties and rail proper proportion of part of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering and incidentals, 15%	$2,048.49
13.25% of $2,048.49 = amount to be depreciated with joints	271.43
Actual wearing value of joints	1,541.53
Total value of joints to be depreciated, 5% annually	$1,812.96
5% of $1,812.96 = $90.65 annual depreciation.	
28.7% of $2,048.49 = amount to be depreciated with ties	$ 585.88
Actual wearing value of ties	2,846.32
Total value of ties to be depreciated, 5% annually	$3,432.20
5% of $3,432.20 = $171.61, annual depreciation.	
49.0% of $2,048.49 = amount to be depreciated with rail	$1,003.74
Actual wearing value of rail	5,442.55
Total value of rail to be depreciated	$6,446.29
9.15% of $2,048.49 = amount not to be depreciated	$ 187.44
Value of parts not depreciated	1,250.00
	$1,437.44

	Original Depth of Head	Scrap Depth	Wearing Depth
$8\frac{3}{4}$ in. L-96-206 Rail	72/64	40/64	32/64

1 32th of $6,446.29 = $201.46 which is the amount of depreciation for each 1/64th in. of wear.

RECAPITULATION.

Parts depreciated with joints	$ 1,812.96
Scrap value of parts depreciated with joints	267.63
Parts depreciated with ties	3,432.20
Scrap value of parts depreciated with ties	1,065.00
Parts depreciated with rail	6,446.29
Scrap value of parts depreciated with rail	1,243.55
Parts not depreciated	1,437.44
	$15,705.07

CLASS F-1.

8-25 32 in. Girder Rail, 96 lbs. 30 ft. lengths, Stone Ballast, 2 ft. Tie Spacing, Braced Tie Plates on every Tie; $7\frac{1}{2}$ ft. Tie Rod Spacing, Bonded Fish-plate Joints.

Estimate of Cost to Produce One Mile of Single Track.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 8-25/32 in. 96 lbs. Girder (L-206)	Ton	150.86	$40.00	$ 6,034.40
Hauling to street	Ton	150.86	1.00	150.86
Excavation	Cu.Yds.	2,500.	.50	1,250.00
Ties	Each	2,640.	.70	1,848.00
Tie-plates	Each	5,280.	.18	950.44
Tie-rods	Each	700.	.21	147.00
Fish-plates complete 356 at 126 lbs	Ton	19.8	42.00	831.60
Spikes	Keg	40.	4.00	160.00
Ballast—Stone	Cu.Yds.	1,400.	1.50	2,100.00
Labor, track laying and ballasting	Ft.	5,280.	.35	1,848.00
				$15,320.30
Organization, engineering and incidentals 15%				2,298.05
Total cost per mile				$17,618.35

DEPRECIATION OF ONE MILE OF SINGLE TRACK.

Depreciation due to joints.

		Cost New	Scrap Value	Wearing Value
Rail cut off, 3% of cost and hauling.		$ 185.56		
3% of scrap, 4.53 tons at $11.00			$ 49.83	$ 135.73
Fish Plates		831.60		
Scrap, 19.8 tons at $11.00			217.80	613.80
Labor on joints at .01 per ft		52.80		52.80
Labor:				
Placing rail, spiking, etc.	.09			
Surfacing	.02			
Miscellaneous and incidentals	.03			
5,280 ft. at	.14	739.20		739.20
		$ 1,809.16	$ 267.63	$ 1,541.53

Life of Joint, 20 years.
Annual depreciation in per cent of wearing value, 5%.

Depreciation due to ties.

		Cost New	Scrap Value	Wearing Value
Ties		$ 1,848.00		$ 1,848.00
Tie-rods		147.00		147.00
Tie-plates		950.44		
Scrap, 10 tons at $10.00			$ 100.00	850.44
Spikes		160.00		
Scrap, 3 tons at $10.00			30.00	130.00
Ballast		2,100.00		
Less 25% for reclaiming			1,575.00	525.00
Labor:				
Placing Ties	.02			
Ballasting	.05			
5,280 ft. at	.07	369.60		369.60
		$ 5,575.04	$ 1,705.00	$ 3,870.04

Life of Tie, 20 years.
Annual depreciation in per cent of wearing value, 5%.

Parts not Depreciated.

Excavation	$ 1,250.00

Depreciation Due to Rail.

		Cost New	Scrap Value	Wearing Value
Rail, 97% of rail and cost of hauling		$5,999.70	.....	.....
†97% of scrap, 136.33 tons at $11.00	$1,499.63			
Less 5c per ft. for removal	256.08	.....	$1,243.55	$ 4,756.15
Labor remaining to be depreciated		686.40	.....	686.40
		$6,686.10	$1,243.55	$ 5,442.55

†10 tons of scrap deducted because of wear.

Cost of parts depreciated with Joints	$ 1,809.16
Cost of parts depreciated with Ties	5,575.04
Cost of parts depreciated with Rail	6,686.10
Cost of parts not depreciated	1,250.00
Total cost of parts depreciated	$15,320.30

1809.16 = 11.8% of $15,320.30
5575.04 = 36.4% of 15,320.30
6686.10 = 43.6% of 15,320.30
1250.00 = 8.2% of 15,320.30

Above percentages to be used to distribute to joints, ties and rails proper portion of part of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering and incidentals, 15%	$2,298.05
11.8% of $2,298.05—amount to be depreciated with joints	271.17
Actual wearing value of joints	1,541.53
Total value of joints to be depreciated, 5% annual	$1,812.70
5% of $1,812.70 = $90.64 annual depreciation.	
36.4% of $2,298.05—amount to be depreciated with ties	$ 836.49
Actual wearing value of ties	3,870.04
Total value of ties to be depreciated, 5% annual	$4,706.53
5% of $4,706.53 = $235.33 annual depreciation.	
43.6% of $2,298.05—amount to be depreciated with rail	$1,001.95
Actual wearing value of rail	5,442.55
Total value of rail to be depreciated	$6,444.50
8.2% of $2,298.05—amount not depreciated	$ 188.44
Value of parts not depreciated (Excavation)	1,250.00
	$1,438.44

	Original Depth of Head	Scrap Depth	Wearing Depth
8-25 32 in. (L 96-206) Rail..	72 64	40 64	32 64

1 32 of $6,444.50 = $201.39 which is amount of depreciation for each 1 /64 in. of wear.

RECAPITULATION.

Parts depreciated with joints	$ 1,812.70
Scrap value of parts depreciated with joints	267.63
Parts depreciated with ties	4,706.53
Scrap value of parts depreciated with ties	1,705.00
Parts depreciated with rail	6,444.50
Scrap value of parts depreciated with rail	1,243.55
Parts not depreciated	1,438.44
	$ 17,618.35

CLASS F-2.

8 25 32 in. 96 lb. girder (L-206) 60 ft. lengths; cinder ballast; 2 ft. tie spacing; braced tie plates on every tie; 7-1 2 ft. tie rod spacing; welded joints.

Estimate of Cost to Produce One Mile of Single Track.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 8-25 32 in., 96 lb. (L206)	Ton	150.86	$40.00	$6,034.40
Hauling to street	"	150.86	1.00	150.86
Excavation	Cu. yd.	2500	.50	1,250.00
Ties, delivered	each	2640	.70	1,848.00
Tie plates	"	5280	.18	950.40
Tie Rods	"	700	.21	147.00
Spikes	Keg	40	4.00	160.00
Ballast, cinder	Cu. yd.	1400	.90	1,260.00
Welded joints, cast	each	176	4.25	748.00
Labor, track laying	foot	5280	.30	1,584.00
Labor, handing ballast	"	5280	.05	264.00
				$14,396.66
Organization, engineering incidentals, etc., 15 %				2,159.50
Total				$16,556.16

DEPRECIATION OF ONE MILE OF SINGLE TRACK.

Depreciation Due to Substructure.

	Cost New	Scrap Value	Wearing Value
Ties	$1,848.00	.....	$1,848.00
Tie rods	147.00	.....	147.00
Tie plates	950.40	.....	.....
Scrap, 10 tons at $10.00	.....	$ 100.00	850.40
Spikes	160.00	.....	.....
Scrap, 3 tons at $10.00	.....	30.00	130.00
Ballast	1,260.00	.....	.....
Deduct 25% for reclaiming	.....	945.00	315.00
Labor placing ballast at 5c	264.00	.....	264.00
Labor placing ties at 3c	158.40	.....	158.40
	$4,787.80	$1,075.00	$3,712.80

Life of substructure 20 years.
Annual depreciation in per cent of wearing value 5%

Depreciation Due to Rails.

		Cost New	Scrap Value	Wearing Value
Rail, cost and hauling		$6,185.26		
149.86 tons of scrap at $11.00	$1,648.46			
Less 5c per foot for removal	264.00			
	$1,384.46		$1,384.46	$4,800.80
Welds		748.00	.....	.....
7.5 tons scrap at $11.00			82.50	665.50
Labor remaining to be depreciated		1,425.60		1,425.60
		$8,358.86	$1,466.96	$6,891.90

Parts Not Depreciated.

Excavation	$1,250.00

Total Cost of Parts Depreciated.

Cost of parts depreciated with substructure	$4,787.80
Cost of parts depreciated with rail	8,358.86
Cost of parts not depreciated	1,250.00
	$14,396.66

$4,787.80 = 33.2% of $14,396.66
8,358.86 = 58.1% of 14,396.66
1,250.00 = 8.7% of 14,396.66

Above percentages to be used to distribute to substructure and rail the proper proportion of parts of cost yet to be depreciated.

Parts Yet to be Depreciated.

Organization, engineering, etc., 15%.....	$2,159.50
33.2% of $2,159.50 = amount to be depreciated with substructure.....	716.94
Actual wearing value of substructure.....	3,712.80
Total value of substructure to be depreciated 5% annually	$4,429.74
5% of $4,429.74 = $221.49 annual depreciation.	
58.1% of $2,159.50 amount to be depreciated with rail...	$ 1,254.68
Actual wearing value of rail.....	6,891.90
Total wearing value of rail.....	$8,146.58

8-25/32 in. 96 lb. girder Original depth head 72/64
Scrap depth head 40/64
Wearing depth head 32/64

1 32 of $8,146.58 = $254.58 depreciation due to each 1 64 inch of wear.

8.7% of $2,159.50 = amount of 15% charge not depreciated	$ 187.88
Cost of parts not depreciated.....	1,250.00
	$1,437.88

RECAPITULATION.

Parts depreciated with substructure.....	$4,429.74
Scrap value of substructure.....	1,075.00
Parts depreciated with rail.....	8,146.58
Scrap value of rail.....	1,466.96
Parts not depreciated.....	1,437.88
	$16,556.16

TANGENT TRACK.

CLASS	Depreciation per Mile Due to Joints per Year	Ties per Year	Rail per 1–64th in. of Wear
A.....	.....	.....	.....
A-1.....	.....	$558.85	$289.36
B.....	$69.83	108.02	157.78
B-1.....	69.85	108.00	157.88
B-2.....	58.04	125.93	159.88
B-3.....	70.42	156.35	156.15
B-4.....	.....	171.87	205.96
C.....	71.38	156.31	199.48
D.....	69.83	156.33	185.94
D-1.....	.....	156.33	249.06
E.....		Scrap only.	
F.....	90.65	171.61	201.46
F-1.....	90.64	235.33	201.39
F-2.....	.....	221.49	254.58

RACK FOR RE

CLASS C.

	Hand e.	Scrap Value.
*	F.84	$1,608.64
	B.75	903.75
	T.20	211.20
	D.00	20.00
	T.00	45.00
	S.00	30.00
	J. . .	. . . . .
**	4.96	68.44
	F. . .	. . . . .
	2.75	$2,887.03

CLASS C.
Wearing Value.

	ears.	2 Years.
	J.22	$ 142.76
	T.39	312.62
	B.37	386.20
	98	$ 841.58
	. . .	$1,262.37

SECOND HAND, SCRAP, AND WEARING VALUES. TRACK FOR REHABILITATION.

	CLASS B		CLASS BA		CLASS B.		CLASS B		CLASS B4		CLASS C		CLASS D		CLASS D1		CLASS		CLASS		CLASS L.	
	Second Hand Value	Scrap Value	Second Hand Value	Scrap Value	Second Hand Value	Scrap Value	Second Hand Value	Scrap Value	Second Hand Value	Scrap Value	Second Hand Value	Scrap Value	Second Hand Value	Scrap Value	Second Hand Value	Scrap Value	Second Hand Value	Scrap Value	Second Hand Value	Scrap Value	Second Hand Value	Scrap Value
*Rail	$2,792.79	$1,418.45	$2,792.79	$1,418.45	$2,814.99	$1,418.45	$2,792.79	$1,418.45	$2,807.40	$1,500.95	$3,117.84	$1,608.64	$2,513.94	$1,297.45	$2,646.16	$1,379.95	$3,117.84	$1,608.64	$3,117.84	$1,468.64	$3,274.92	$1,691.11
Excavation 75% good	903.75	903.75	978.75	978.75	903.75	903.75	903.75	903.75	937.50	937.50	903.75	903.75	903.75	903.75	903.75	903.75	937.50	937.50	937.50	937.50	937.50	937.50
Ties at 48 each	140.80	140.80	140.80	140.80	176.00	176.00	211.20	211.20	211.20	211.20	211.20	211.20	211.20	211.20	211.20	211.20	176.00	176.00	211.20	211.20	211.20	211.20
Tie rods, scrap only	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00
Tie plates, scrap only	30.00	30.00	30.00	30.00	37.50	37.50	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	45.00	75.00	75.00	90.00	90.00	105.00	105.00
Spikes, scrap only	20.00	20.00	20.00	20.00	25.00	25.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	25.00	25.00	30.00	30.00	30.00	30.00
Joint chairs, scrap only	103.73	103.73	103.73	103.73																		
**Joint plates, complete					$4.96	68.44	$4.96	68.44	Welded	Welded	$4.96	68.44	$4.96	68.44	Welded	Welded	$4.96	68.44	$4.96	68.44	Welded	Welded
Ballast									945.00	945.00							945.00	945.00	1,575.00	1,575.00	945.00	945.00
Total	$4,011.07	$2,636.73	$4,086.07	$2,711.73	$4,062.14	$2,649.14	$4,087.70	$2,696.84	$5,041.10	$3,644.65	$4,112.75	$2,887.03	$3,808.85	$2,577.84	$3,836.11	$2,684.90	$5,381.30	$3,555.78	$6,066.50	$4,540.78	$5,163.62	$3,879.81

	CLASS B		CLASS BA		CLASS B.		CLASS B		CLASS B4		CLASS C		CLASS D		CLASS D1		CLASS		CLASS		CLASS L.	
	Wearing Value		Wearing Value		Wearing Value		Wearing Value		Wearing Value		Wearing Value		Wearing Value		Wearing Value		Wearing Value		Wearing Value		Wearing Value	
	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years	Years
Joints	$ 87.29	$ 139.66	$ 87.31	$ 139.70	$ 72.55	$ 116.08	$ 88.02	$ 140.82	$	$	$ 89.22	$ 142.76	$ 87.29	$ 139.66	$	$	$ 113.31	$ 181.30	$ 113.30	$ 181.28	$	$
Ties and substructure	135.02	216.04	135.00	216.00	157.41	251.86	195.44	312.70	214.84	343.74	195.39	312.62	195.41	312.66	195.41	312.66	214.51	343.22		470.66		
Rail	198.01	316.82	263.46	421.54	134.70	215.52	152.84	244.54	247.15	395.44	241.37	386.20	99.71	159.54	296.00	473.72	212.29	339.66		905.24		
Total	$ 420.32	$ 672.52	$ 485.77	$ 777.24	$ 364.66	$ 583.46	$ 436.30	$ 698.06	$ 461.99	$ 739.18	$ 525.98	$ 841.58	$ 382.41	$ 611.86	$ 491.41	$ 786.38	$	$	$ 864.18	$	$	$
Average value 2 years		$ 1,008.78		$ 1,165.86		$ 875.19		$ 1,047.09		$ 1,108.77		$ 1,262.37		$ 917.79		$ 1,179.57		$ 1,296.27		$ 2,337.25		$

*Rail 1 in. heel cuts 50% for scrap value 50%, if bolt depth worn. Rail scrap at $11.00, second-hand rail at $22.00

**Joint plates—Second-hand value: 50% at $25.00; 50% at $11.00.
Scrap value: 25% at 25.00; 75% at 11.00.

DETAILS

Description	Amount	Years Depreciated
	56.30	15
	. . .	14
	08.40	20
	56.30	15
	. . . .	. . .
	97.14	17
	67.56	18
	. . . .	2
	. . . .	1
	67.56	18
	85.88	14
	85.88	14
	85.88	14
	. . . . .	
		Ne
	87.45	17
	87.11	17
	. .	. .
	. . . .	. . .
	97.14	17
	97.14	17
	13.46	17
	97.14	17

TANGENT TRACK DETAILS.

Street	From	To	Date of Track: Class	Date of Track: Dep. Ref.	Date of Track: Date Const.	Date of Track: When Ball.	Date of Track: Ballasted	Date of Track: Laid	Date of Track: Present	Weight of Track per Lin. Yd.	Depreciation per Mile of Track: Line: Cost New	Depreciation per Mile of Track: Line: Yrs. Depreciated	Depreciation per Mile of Track: Line: Amount	Depreciation per Mile of Track: Rate: Yrs. Depreciated	Depreciation per Mile of Track: Rate: Amount	Depreciation per Mile of Track: Rate: Yrs. of Wearing Value appro.	Depreciation per Mile of Track: Rate: Annual	Depreciation per Mile of Track: Rate: Index Factor for Yrs. Depreciated	Depreciation per Mile of Track: Rate: Present Day Depreciation	Depreciation per Mile of Track: Rate: Cost New	Depreciation per Mile of Track: Rate: Present Value	Wearing Value: Condition	Wearing Value: Yrs.	Wearing Value: Annual	Wearing Value: Present Day Value of Annual Value	Wearing Value: Present Value	Replacement Cost
No I NORTH CHICAGO ELECTRIC RAILWAY COMPANY:																											
Lawrence Av	Lavaston	148 W of Lincoln	B	4	LS Co	Sec	85 346	9 07	1899	77	7	7	7 17	6 587	$ 12 985 86	15	$1 058 30	15	$2 345 25	10	$1 084 04	$4 494 09	$ 8 491 77	$	16 580 27	$	30 459 98	24 hand	$1 087 70	2	$ 498 06	$1 785 76	$	17 106 52
Lawrence Av	148 W of Lincoln	241 E of bridge	B	4	LS Co	Sec	85 346	9 07	1899	77	7	7	7 17	6 587	12 985 86			14	2 188 90		168 45	2 657 35	10 328 51		6 466 96		5 143 60			Present Value				5 143 60
Lawrence Av	241 E of bridge	285 W of bridge	C	18	LS Co	Sec	96 357	9 07	1900				924		13 801 08				Not depreciated				13 801 08		331 24		331 24			Present Value				331 24
Lawrence Av	285 W of bridge	End Milwaukee	B	4	LS Co	Sec	85 346	9 07	1896	77	7	67	67 8	6 025	12 985 86	20	1 408 80	20	3 127 00	30	3 169 81	7 704 81	5 281 05		78 239 81		31 818 33	Scrap	2 686 81			2 686 81		29 131 52
Montrose	Lavaston	End 16th Ct	B	18	LS Co	Sec	85 346	9 07	1897	77	7	67	71 3	8 915	12 985 86	15	1 039 50	15	2 345 25	20	2 045 54	5 447 09	5 538 77		115 768 94		67 208 14			Present Value				67 208 14
Milwaukee	Across Humboldt Bld		A	11	LS Co	Sec	129 403	10 2	1909			New work		252	31 007 30								31 007 30		7 843 84		7 843 84			Present Value				7 843 84
Milwaukee	Humboldt Bld	Lawrence Av	B	4	LS Co	Sec	85 346	10 9	1897	77	7	67	7 048		12 985 86	17	1 197 14	17	2 657 95	10	2 581 27	6 276 36	6 740 59		99 315 86		51 620 18	Scrap	2 686 81			2 686 81		48 933 37
								6 Pub																									
Lincoln Av	Belmont	Irving Park	B	4	LS Co	Sec	85 346	9 07	1899	77	7	67	6 48	942	12 985 86	18	1 267 56	18	2 814 30	15	2 771 64	6 853 50	6 132 36		543 41		257 56	24 hand	1 087 70	1	136 09	1 524 00		190 91
Lincoln Av	Belmont	Irving Park	A	11	LS Co	Sec	129 403	9 07	1907	80	10	76	76 5	2 180	31 007 30			2	1 117 70		1 012 76	2 130 46	28 876 84		57 308 91		52 961 61			Present Value				52 961 61
Lincoln Av	Irving Pk	240 N of Lawrence	A	11	LS Co	Sec	129 403	9 07	1908	80	10	77	77 5	2 299	31 007 30			1	558 85		723 40	1 282 25	29 725 05		70 355 56		67 446 14			Present Value				67 446 14
Lincoln Av	240 N of Lawrence	Foster End	B	4	LS Co	Sec	85 346	9 07	1891	77	7	67	64 6	914	12 985 86	18	1 267 56	18	2 814 30	17	2 502 87	6 884 73	6 101 13		12 258 65		4 779 47	Renewed	1 087 70	4	136 09	1 524 00		4 270 91
Robey Street	Lawrence	Montrose	A	11	LS Co	Sec	129 403	10 2	1909				924		31 333 29				New work				31 333 29		28 970 44		28 970 44			Present Value				28 970 44
Robey Street	Lincoln	Montrose	B	4	LS Co	Sec	85 346	10 9	1897	77	7	67	7 5 6	1 009	12 985 86	14	885 88	14	2 188 90	14	1 108 63	3 624 77	13 492 31		4 726 17		4 726 17			Present Value				4 726 17
Robey Street	Lawrence	Belmont	A	11	LS Co	Sec	129 403	10 2	1909				1 183		31 333 29				New work				31 333 29		16 528 30		16 528 30			Present Value				16 528 30
Belmont	Robey	Ravenswood Park	B	4	LS Co	Sec	85 346	9 07	1897	77	7	67	70 4	967	12 985 86	14	885 88	14	2 188 90	10	1 530 26	4 046 40	5 939 46		1 044 14		1 174 73			Present Value				1 174 73
Ravenswood Park	Robey	Ry Tracks	B	4	LS Co	Sec	85 346	9 07	1897	77	7	67	71 5	808	12 985 86	14	885 88	14	2 188 90	15	1 162 50	3 983 94	9 060 92		11 661 31		4 886 27			Present Value				4 886 27
	Total										67 146																						
No II CHICAGO & NORTH SHORE STREET RAILWAY COMPANY																																	
Lincoln Av	Irving Pk Blvd	Montrose	A	11	LS Co	Sec	124 403	10 2	1909				1 117		31 007 30				New work				31 007 30	$	34 635 15	$	34 635 15			Present Value				
Clark St	Montrose	Berwyn	K	11	LS Co	Sec	85 346	11 6	1892	77	7	7	7 4	1 926	12 133 02	17	1 334 63	17	2 926 69		2 778 69	5 802 14	5 851 48		50 808 54		28 257 57	Scrap	1 087 70	1	136 09	1 524 00	$	11 796 90
Clark St	Lawrence	Clark	B	4	LS Co	Sec	85 346	9 07	1892	77	7	67	7 4 2	1 606	12 098 02	17	1 334 63	17	2 926 69		2 809 48	5 831 93	6 206 69		12 110 85		6 243 93	Scrap	1 087 70	1	136 09	1 524 00		1 719 93
Clark St	Devon Av	Howard	A	11	LS Co	Sec	124 403	10 2	1909				2 570		31 007 30				New work and Imp				31 007 30		88 990 55		88 990 55			Present Value				
	Total										9 640																						
No III CHICAGO ELECTRIC TRANSIT RAILWAY COMPANY																																	
Armitage	Halsted	Skelton	A	11	LS Co	Sec	129 403	10 2	1909			New work		418	31 333 29																		
Armitage	Halsted	Clark St	B	4	LS Co	Sec	85 346	9 06	1894	77	7	67	71	7 423	12 985 86	17	1 197 14	17	2 657 95	10	1 514 64	5 369 73	7 616 13		32 010 14		4 087 70							114 86
Armitage	Skelton	Western	B	4	LS Co	Sec	85 346	9 06	1894	77	7	67	71	2 465	12 985 86	17	1 197 14	17	2 657 95	10	1 514 64	5 369 73	7 616 13		32 010 14		4 087 70							11 796 90
Armitage	Western	Crystal Ice Co	C	18	LS Co	Sec	96 357	9 06	1894	72	62	64	64 9	1 049	13 801 08	17	1 213 46	17	2 657 27	10	2 234 35	6 105 08	7 696 00		676 25		377 10							
Armitage	Crystal Ice Co	Milwaukee Av	B	4	LS Co	Sec	85 346	9 06	1894	77	7	67	71	3 062	12 985 86	17	1 197 14	17	2 657 95	10	1 514 64	5 369 73	7 616 13		14 397 65		4 785 76							16 568 30
Armitage	Milwaukee Av	Clark St	B	2	LS Co	Sec	85 346	9 06	1896	77	7	67	69	10 974	12 200 55	15	870 60	15	1 888 95	10	1 870 59	4 630 14	7 570 41		13 264 15		Paved							8 2 0 2 6 27
Armitage	Clark St	Ry Tracks	B	2	LS Co	Sec	85 346	9 06	1896	77	7	67	69	743	12 200 55	15	870 60	15	1 888 95	10	1 870 59	4 630 14	7 570 41		9 065 01		5 024 81							5 024 81
	Chord Intersection																																
Armitage	Halsted	End Elevated Ry	B	2	LS Co	Sec	85 346	9 06	1897	77	7	67	71	2 484	12 200 55	14	1 016 73	14	1 763 02	10	1 231 07	3 806 65	8 393 90		20 842 05		23 842 05							23 842 05
Clybourn	Elevated Ry	Belmont	C	18	LS Co	Sec	96 357	9 06	1894	72	62	62	62	1 120	13 801 08	17	1 213 46	17	2 657 27	10	2 633 31	6 504 04	7 297 04		145 94		98 78						4 918 73	98 78
Clybourn	Belmont	Division	A	18	LS Co	Sec	70 741	9 06	1894				809		11 015 24				Scrap value only				1 803 78		721 51		721 51							721 51
Wells	Division	Belmont	B	4	LS Co	Sec	85 346	9 06	1895	77	7	67	66	614	12 985 86	18	1 267 56	18	2 814 30	20	2 873 13	6 955 09	6 030 77		698 86						436 40	3 143 14		1 923 61
Wells	Belmont	Ry Tracks	C	18	LS Co	Sec	96 357	9 06	1895	72	62	62	63	283	13 801 08	18	1 284 84	18	2 851 58	20	3 062 34	7 170 76	6 920 24		195 92		88 60				352 08	1 768 74		1 402 60
Wells	Ry Tracks	End	D	18	LS Co	Sec	78 227	9 06	1895	69	59	59	63	529	12 467 21	18	1 284 84	18	2 813 94	20	2 194 10	6 202 24	6 202 24		880 38						482 11	4 191 26		2 217 18
		241 N of Division	A	11	LS Co	Sec	129 403	10 2	1909			New work		570	31 333 29								31 333 29		17 871 38		871 38							17 871 38
Clybourn	Division	Belmont	B	4	LS Co	Sec	85 346	10 07	1894	77	7	67	64	261	12 985 86	17	1 197 14	17	2 657 95	10	2 581 27	6 276 36	6 523 08		3 413 28		745 57	24 hand	1 087 70		408 06	1 785 76		1 278 65
Lincoln	Montrose	Irving Pk	C	18	LS Co	Sec	96 357	9 06	1894	72	62	62	62	1	13 801 08	17	1 213 46	17	2 657 27	10	2 475 74	6 306 63	6 679 24		136 299 59		70 105 20	24 hand	1 087 70		408 06	1 785 76		30 241 51
Lincoln	Irving Pk	285	C	18	LS Co	Sec	96 357	9 06	1894	72	62	62	62	047	13 801 08	17	1 213 46	17	2 657 27	10	2 633 31	6 504 04	7 297 04		614 65		142 96	Renewed	1 087 70	2	408 06	1 785 76		1 642 72
	Total										31 818												$ 147		568 840 80								
	Deduct Intersection to Robey																																
No IV NORTH CHICAGO ELECTRIC STREET RAILWAY COMPANY:																																	
Lincoln	Devon	53' W of bridge	B	4	LS Co	Sec	85 346	9 07	1895	77	7	72	72 8	469	12 985 86	17	1 197 14	17	2 657 95	11	1 261 80	5 723 85	7 865 97	$	1 911	$	1 420 35	Renewed	1 087 70	1	136 09	1 524 00	$	764 56
Clybourn	53' W of bridge	35' E of bridge	C	18	LS Co	Sec	96 357	13 07	1895	72	62	62	52 0	062	13 801 08	17	1 213 46	17	2 657 27	10	1 628 11	5 908 81	5 302 24		441 63		109 67	Scrap	2 686 81					109 22
																											10 000	1 087 70		136 09	1 524 00		
	Bridge	Center Ave	B	4	LS Co	Sec	85 346	9 07	1895	77	7	7	72 9	530	12 985 86	17	1 197 14	17	2 657 95	10	1 261 80	5 723 85	7 865 97		6 882 54		1 108 98	24 hand						1 108 98
																											Scrap	2 686 81					
Erie St	Franklin	Kingsbury	I	18	LS Co	Sec	96 206	9 08	1895	72	62	62	56 0	54	15 705 07	18	1 631 70	18	3 088 98	10	868 01	5 588 71	7 116 36		8 780 01		1 692 40	Scrap	3 853 58					838 82
Erie St	Kingsbury	Erie	B	4	LS Co	Sec	85 346	9 08	1895	77	7	7	72 5	137	12 985 86	17	1 197 14	17	2 657 95	10	1 261 80	5 723 85	7 865 97		2 465 83		1 142 50		2 686 81					1 142 50
Kingsbury	Chicago	Division	I	18	LS Co	Sec	96 206	9 08	1895	72	62	62	64 0	48	15 705 07	18	1 631 70	18	3 088 98	13	1 256 75	7 957 26	8 728 04		4 091 23		2 775 52		5 561 80	4				2 775 52
Crosby	Division	Lincoln	I	18	LS Co	Sec	96 206	9 08	1895	72	62	62	59 0	631	15 705 07	18	1 631 70	18	3 088 98	10	1 256 75	7 957 26	7 720 74		9 909 90		4 857 79		5 561 80	2	861 78	1 524 00		5 719 57
Ohio	Crosby	Orleans	B	4	LS Co	Sec	85 346	9 08	1895	77	7	67	68 6	780	12 985 86	17	1 197 14	17	2 657 95	10	1 261 80	5 723 85	7 241 37		10 245 81		5 714 14				408 06	4 785 76		4 775 96
Ohio	Orleans	Franklin	I	18	LS Co	Sec	96 206	9 08	1895	72	62	62	62 0	135	15 705 07	17	1 541 05	17	2 917 37	10	1 631 70	5 588 71	7 117 20		5 287 38		1 459 80	24 hand	1 087 70	1	136 09	1 524 00		1 459 80
Franklin	Ohio	Erie	I	18	LS Co	Sec	96 206	9 08	1895	72	62	62	58 8	1 777	15 705 07	17	1 541 05	17	2 917 37	10	1 631 70	5 588 71	7 120 41		12 654 78		6 714 15							6 714 15
	Total										5 092																						

* In addition to amount depreciated for full wear

(x) All for curvatures except 1 of depth of track on tangents

** Rail renewed 1909

DETAI

Deprecia

Amount	Years
97.14	
28.28	
97.14	
97.14	
31.70	
22.52	
85.52	
59.75	
90.64	
56.30	
56.30	
56.30	
41.05	
27.15	
12.56	
44.72	
44.72	
86.68	
58.34	

TANGENT TRACK DETAILS.

SHEET 2

Street	From	To	Class	Date Built	Track Co.	Width Roadbed	Width Ballasted Roadbed	No. Tracks on Roadbed	No. Tracks Ballasted	Length of Tangent	Degrees of Curvature per Mile of Track: Easterly Curves: Degrees	Easterly Curves: Amount	Westerly Curves: Degrees	Westerly Curves: Amount	Total Length of Curves	Total Degrees of Curvature	Equivalent Tangent Distance	Length of Tangent and Equivalent Tangent Distance	Value per Yard	Cost	Value per Yard	Cost	Value per Yard	Cost	Value per Yard	Cost	Total Cost
No. V. CHICAGO & JEFFERSON URBAN TRANSIT CO.																											
Monroe	Canal	Morgan	B	4	8	Co	Sec	85	40	9	57	1804	57	57	62	05	1	173	$ 12,985	86	57	$ 1,197	14	57	$ 2,057	95	10	$ 2,812	30	$ 6,881	49	$ 6,304	47	$ 13,272	41	$ 7,095	24	Level	$ 4,087	76	2	$ 698	86	$ 4,786	76	$ 5,613	70
Morgan St	Monroe	Madison	C	4	8	Co	Sec	96	457	9	67	1905	72	42	68	1	188	34	8	08	6	428	28	6	967	86	10	1,416	48	2,782	62	11	198	46	2,951	17	24	Level	1,172	57					4,123	74	5,294	31	987	81
Morgan St	Kinzie Washington Blvd		C	4	8	Co	Sec	96	457	9	67	1905	72	42	68	1																																
Morgan St	Madison	Lake	B	3	8	Co	Sec	85	40	9	67	1804	57	57	67	0	697	12	9	05	12	1,137	14	17	2,057	95	29	2,139	24	5,994	33	6,991	53	7,882	12	4,243	86	24 hand	4,087	70	1	69	16	1,785	76	2,901	96
Fulton	Morgan	Western	B	3	8	Co	Sec	85	40	9	67	1804	57	57	63	0	1,061	12	9	05	12	1,705	14	17	2,057	95	29	3,138	60	6,993	69	8,042	17	11,131	06	20,748	80	Level	6,956	81	1	69	16	3,394	90	11,740	75
Chicago	Kedzie	100th Av	I	2	8	Co	Sec	96	205	9	67	1895	72	42	62	1	1,446	15	15	03	07	1,963	24	18	1,088	58	2	3,224	36	7,944	04	9,407	62	7,764	01	10,488	75	Level	6,956	81	1	69	16	5,921	41	11,825	06
Grand Av	Ashland Av	North Av	B	4	8	Co	Sec	85	40	9	67	1804	57	57	72	2	1,909	14	12	02	38	3,617	38	7	1,250	00	10	1,730	06	2,933	75	4,643	27	2,586	00	22,321	29	Present			Value					22,321	29
		1400 Av		85th Av																																								
	Total																4,435																$ 129,979	50	$ 57,214								$ 4,086	76	
No. VI. OGDEN STREET RAILWAY COMPANY.																																												
100th Av	E Ir'k	Madison St	B	4	8	Co	Sec	85	340	9	67	1900	57	57	70	7	875	12	9	85	80	12	985	86	6	9	38	10	1,272	62	2,633	24	10,352	62	11,102	91	8,851	10	Present			Value					8,851	10
100th Av	W Ir'k	Madison St	C	4	8	Co	Sec	96	457	9	67	1900	72	42	69	9	811	13	8	00	08	1	797	21	1	6	25	1	625	21	1,618	92	2,430	13	11,102	68	9,355	10	Present			Value					9,355	10
100th Av		Taylor	I	4	8	Co	Sec	96	205	9	67	1895	72	42	80	1	1,280	15,705	07	17	5,097	74	14	2,574	15	14	1,806	82	6,937	72	8,717	87	2,430	13	20,239	53	11,309	88	24 hand	6,243	70					8,053	37
100th Av		24th St	I	4	8	Co	Sec	96	205	9	67	1898	72	42	65	0	995	17,617	35	1	8,064	1	1	245	33	1	1,812	41	2,388	74	15,478	87	17,529	26	101	18									15,101	18
100th Av		Ogden	I	4	8	Co	Sec	96	205	9	67	1907	72	42	17	5	296	36,000	00				2	442	98			1,114	41	1,588	24	14,967	57	15,196	57	14,000	65	Present			Value					14,000	65
100th Av		20th St	D	1	8	Co	Sec	78	227	9	67	1896	69	29	56	3	986	12,871	46				15	2,344	95	13	3,330	12	5,675	07	6,661	09	6,691	09	12,678	39	5,921	61	Scrap	2,589	90				3,376	28	3,325	61
Ogden Ave		16th St	D	1	8	Co	Sec	78	227	9	67	1896	69	29	56	3	1,750	12,985	86	1	4,000	00	15	2,343	25	10	1,858	83	2,577	7,728	14	20,028	08	11,977	50											
20th St		16th Av	D	1	8	Co	Sec	78	227	9	67	1897	69	29	46	0	1,407	12,871	46				14	2,188	02	10	1,565	61	3,753	63	6,722	89	19,268	58	10,064	17	Scrap						3,084	31	1,612	72
21st St		16th Av	D	1	8	Co	Sec	78	227	9	67	1897	69	29	29	1	966	12,871	46				14	2,188	02	10	1,565	61	3,753	63	5,401	77	7,560	09	12,334	83	4,577	50	24 hand	1,087	70	2	786	48	1,612	19	1,484	65
22nd St		16th Av	B	3	8	Co	Sec	85	340	9	67	1896	57	57	68	1	1,457	12,985	86	1	1,000	00	1	218	58	1	1,218	58	2,217	33	6,018	88	7,366	98	19,354	14	8,987	50								9,987	50
23rd St		16th Av	B	3	8	Co	Sec	85	340	10	18	1896	57	57	64	1	1,729	12,985	86	1	1,000	00	1	218	58	1	1,218	58	2,560	81	5,902	10	7,024	46	22,337	68	10,987	50	Present			Value					12,080	45
		Other Streets																																										
18th St	E Ir'k	31st to 35th St	I	4	8	Co	Sec	96	205	10	67	1894	72	42	60	1	1,913	15,705	07	17	1,041	05	7	2,917	37	10	3,004	61	6,963		8,243	01	15,802	12	12,[illegible]		Present										
18th St	W Ir'k	31st St	I	4	8	Co	Sec	70	141	10	67	1894						634	14,015	24													1,903	85	13,370	54	7,[illegible]										
		Scrap Value																																										
	Total																17,444																													
No VII CICERO & PROVISO STREET RAILWAY CO																																												
Madison St		40th Av	18th Av	B	1	8	Co	Sec	85	340	11	67	1890	57	37	45	0	1,86[illegible]	12,153	02	10	1,[illegible]	2	10	2,052	00			5,020	58	8,399	73	4,753	89	24,906	17	18,[illegible]	Scrap									
Madison St		18th Av	60th Av	I	3	8	Co	Sec	96	457	9	67			Scrap value			1,020	14,015	24					Scrap value							1,903	85	12,320	02	11,[illegible]								5,147	03
Chicago Av		18th Av	60th Av	B	2	8	Co	Sec	85	340	10	27	1895	57	57	57	0	0282	12,240	55	14	581	56	14	1,763	02			3,197	60	5,774	18	6,427	37	14,140	06	18[illegible]								181	25
Chicago Av		18th Av	60th Av	A	1	8	Co	Sec	29	86	10	27	1909		Not Completed			2,785	31,353	29					Not Completed							41,353	29	87,[illegible]		Pic[illegible]				Value				87,001	24
Lake St		18th Av	52nd Ct	I	4	8	Co	Sec	70	141	9	67	1894		Scrap Value			1,284	14,015	24					Scrap value							1,903	85	15,[illegible]	80	9[illegible]				present				2,933	71
Lake St		52nd Ct	Pct	B	2	8	Co	Sec	85	340	9	67	1894	57	57	67	3	5[illegible]	12,240	55	18	1,[illegible]	72	18	2,236	74	15	2,138	12	5,749	58	6,450	97	10,019	69	29[illegible]		1,062	11							3,035	26
Lake St		18th	Cicero	A	1	8	Co	Sec	129	863	20	27	1901		New Track			1732	31,057	30					Not Completed							31,057	30	[illegible]						Value				5,101	47
Lake St		Cicero	Wilmot	B	2	8	Co	Sec	85	340	9	67	1894	57	57	68	3	2500	12,239	55	18	1,[illegible]	72	18	2,236	74	15	3,283	48	6,586	94	5,663	61	1,[illegible]	80	24 hand	1,062	11								
Lake St		Wilmot	60th Av	I	4	8	Co	Sec	70	141	9	67	1894		Scrap value			7481	14,015	24					Scrap value							1,903	85	15[illegible]		Pre[illegible]									
18th Av		Chicago	Kinzie	B	2	8	Co	Sec	85	340	9	67	1894	57	57	58	3	9163	12,240	55	17	2,140	81	17	2,140	81	16	3,349	30	6,676	79	5,523	76	11,179	36	6,061	42									
18th Av		Kinzie	Lake	A	1	8	Co	Sec	129	863	20	27	1908	80	40	58	2	2025	31,057	30					558	85			558	72	1,137	57	32,695	87	16,[illegible]	98	9,048	62								
18th Av		Lake St	Mayhew	B	1	8	Co	Sec	85	340	9	67	1894	57	37	46	1	7964	12,985	86	17	2,[illegible]	54	17	2,657	95	10	2,295	40	6,211	09	6,774	17	10,329	95	3,[illegible]	17								388	17
18th Av		Mayhew	Western Ave & Blvd	C	1	8	Co	Sec	96	457	9	67	1905	72	42	45		0321	13,801	08	6	1,[illegible]	28	1	957	88			2,114	37	3,480	74	10,420	37	143	01	330	56									
		Total															12,867[illegible]															$ 226,880	09	$ 132,627	11									
		Grand Total															123,302															$1,806,237	16	$1,240,363	01									

CHICAGO & NORTH SHORE STREET RAILWAY COMPANY

The following are the properties of Chicago, Evanston & Lake Forest Railway Company, Chicago, Evanston & Lake Forest Railway Company and Lake Shore Electric Railway Company, leased to and operated by Chicago & North Shore Street Railway Company under lease dated December 31, 1908:

			Miles	Feet
Evanston	Howard St	Howard St	27	
Howard St	Chicago	Lake St	1	920
Evanston Av	Lake St	Howard St		190
			1	387

CHICAGO & JEFFERSON URBAN TRANSIT RAILWAY CO.

The following are the properties of Chicago Rapid Transit Company, in operation of Chicago Union Traction Company under 1906 and 1907 lease hereinafter referred to:

Kedzie	Fulton St	Garfield Av	117

NORTH CHICAGO ELECTRIC RAILWAY COMPANY

Milwaukee Av	Armitage	Humboldt Boul	2 277
Lincoln Av	Wrightwood	Belmont	2 173
			4 450

Grand Total 7 854

* Add one foot to each 100 feet of length of tangent for each degree of curvature.

† In all cases the amount of curvature is taken at the center.

SECTION B

TRACK SPECIAL WORK

SECTION B.

Value of Track Special Work

North Chicago Electric Ry. Co.

SUMMARY.

	Unit	Quantity	Unit Cost	Total Cost
7 in. built up cross-overs	Each	14	$ 783.25	$10,965.50
S. T. branch off	"	3	685.10	2,055.30
D. T. crossing	"	3	871.90	2,615.70
D. T. crossing (1 connecting curve)	"	½	1,890.80	945.40
D. T. crossing (connecting curve in two quadrants)	"	2½	2,859.62	7,149.05
S. T. Ry. crossing	"	10	511.55	5,115.50
D. T. plain curves(in S. T. ft.)	Feet	813	4.45	3,617.85
				$ 32,464.30
Organization, engineering and incidentals, 15%				4,869.64
Total cost, new				$ 37,333.94
Depreciation, 75%				28,000.45
Total present value				$ 9,333.49

SECTION B.

Supplementary Sheet.

North Chicago Electric Ry. Co.

The following pieces of Special Work on line of North Chicago Electric Ry. Co., were listed as property of Chicago Union Traction Co. in valuation of 1906.

(New Work unless otherwise shown.)

1. Lincoln Ave., Sheffield and Wrightwood.
2. Lincoln Ave., 150 ft. N. W. of Sheffield.
3. Lincoln Ave., and Herndon (C. M. & St. P. Ry. Co.)
4. Lincoln Ave. and Southport Ave.
5. Lincoln Ave., 200 ft. S. E. of Belmont Ave.
6. Lincoln Ave., Ashland and Belmont Aves.
7. Milwaukee Ave. and Armitage Ave.
8. Milwaukee Ave. and California Ave.
9. Milwaukee Ave. and Fullerton Ave.
10. Lawrence Ave. and Clark St.
11. Montrose Ave. and Clark St. (Old Work.)

SECTION B.

Location of Special Work.

NORTH CHICAGO ELECTRIC RAILWAY CO.

No. of Layout	LOCATION.	7 in. built up crossover	S. T. branch off	D. T. crossing	D. T. crossing one connecting curve	D.T. crossing conn'g curve in two quadrants	S. T. Ry. crossing	Feet of covered track, 7 3-16 in.
1	Lawrence Ave., 125′ W. of Evanston	1						
2	Lawrence Ave., 200′ W. of Rockwell	1						
3	Lawrence Ave. and Robey	..		1	....			
4	Lawrence Ave., E. of 48th Ave. (C. & N. W. R. R.)	..		.			2	....
5	Lawrence Ave., W. of 48th Ave. (C. M. & St. P. R. R.)	..					2	
6	Lawrence Ave., 100′ E. of Milwaukee	1						
7	Lawrence Ave., near Milwaukee (C. & N. W. R. R.)	..					2	
8	Montrose Ave., 100′ W. of Evanston	1						
9	Montrose Ave., near Kenmore (C. M. & St. P. R. R.)	..					4	....
10	Montrose Ave. and Robey	..		1				
11	Montrose Ave. and Lincoln	..				1		
12	Montrose Ave., 125′ W. of Lincoln Ave.	1						
13	Montrose Ave., 100′ W. of Elston Ave.	1						
14 15	Montrose Ave. near 46th Ave	2		..	.			
16	Robey St., N. of Irving Park and Lincoln crossing		1					
17	Robey St., 80′ N. of Irving Park	1						
18	Robey St. and Balmoral	..						177′
19	Ravenswood Park and Balmoral	..						273′
20	Ravenswood Park at end of line	1						
21	Milwaukee Ave., 15′ N. of Belmont	1						
22	Milwaukee Ave. and Belle Plaine	..						150′
*23	Milwaukee Ave. near Irving Park (C. T. T. R. R.)	..		.			(1)	
24	Milwaukee Ave., S. of Lawrence	1						
25	Milwaukee Ave. into W. Lawrence	..	1					
26	Lincoln Ave., 100′ S. of Irving Park Av.	1						
27	Lincoln Ave. and Lawrence	..				1		
28	Lincoln Ave. near Foster	1						
29	Lincoln Ave. near Carmen Ave	..						118′
30	Lincoln Ave. near Winona Ave	..						95′
	The following layouts are owned jointly:							
31	Lincoln Ave. and Irving Park, ½ Chgo. El. Tran. Co	..	..	1				
32	Lawrence Ave. and 40th Ave., ½ Chgo. El. Tran. Co	..	..		1			
33	Montrose and 40th Ave., ½ Chgo. El. Tran. Co	..	..	1				
34	Montrose and Elston Ave., ½ Chgo. El. Tran. Co	..	1					
35	Milwaukee and Belmont Ave., ½ Chgo. El. Tran. Co	..	1					
36	Milwaukee and Irving Park, ½ Chgo. El. Tran. Co	..	..			1	.	
	Total	14	4	4	1	3	10	813′

*Owned by C. T. T. R. R.

SECTION B.

Value of Track Special Work.

Chicago and North Shore Street Ry. Co.

SUMMARY.

	Unit	Quantity	Unit Cost	Total Cost
7 in. built up cross-overs	Each	4	$ 783.25	$ 3,133.00
Double track crossing, electric over steam	"	1	985.70	985.70
Double track, 3-part Y	"	1	3,437.25	3,437.25
Double track, plain curves (in S. T. Ft.)	Feet	404.5	4.45	1,800.03
Temporary turnout				800.00
				$ 10,155.98
Organization, engineering and incidentals, 15%				1,523.40
Total cost				$ 11,679.38
Depreciation, 75%				8,759.54
				$ 2,919.84
9 in. manganese new cross-overs (not depreciated)	Each	4	1,358.55	5,434.20
Organization, engineering and incidentals, 15%				815.13
Total present value				$ 9,169.17
Cost of parts depreciated				11,679.38
Cost of parts not depreciated			5,434.20	
Organization, engineering and incidentals, 15%			815.13	
			$6,249.33	6,249.33
Total cost new				$ 17,928.71

SECTION B.

Location of Track Special Work.

Chicago and North Shore Street Ry. Co.

Layout No.	LOCATION.	DESCRIPTION. 9 in. manganese cross-over	7 in. built up cross-over	D.T. steam over D. T. Elec.	Double track 3 part Y	Single track curves	Temporary turn-out
37	Evanston Ave., opposite Wilson		1				
38	Evanston Ave. at Leland Ave			1			
39	Evanston Ave. and Lawrence					224′ 5″	
40	Evanston Ave., north of barn at Ardmore		1				
41	Evanston Ave., opposite Rosemont		1				
42	Evanston Ave., 100′ S. of Devon		1				
43	Evanston Ave. and Devon Ave					176′	
44	Devon and Clark St				1		
45	Clark St., S. end of barn at Devon Ave	1					
46	Clark St., N. of barn at Devon Ave	1					
47	Clark St., 326′ S. of Howard	1					
48	Clark St., 102′ S. of Howard	1					
49	Clark St., N. of Devon Ave						1
	Total	4	4	1	1	400′ 5″	1

Following pieces of special work on lines of Chicago and North Shore Street Ry. Company were listed as property of Chicago Union Traction Company, in valuation of 1906.

1. Clark St. and Diversey ..... New Work.
2. Clark St. and Halsted ..... New Work.
3. Halsted and Belmont ..... Old Work.
4. Halsted and Grace (Evanston) ..... Old Work.
5. Curves at Halsted and Evanston ..... New Work.
6. Cross-over on Evanston, opposite Dakin ..... New Work.
7. Evanston Ave. and Irving Park Boul ..... New Work.

SECTION B.

Value of Track Special Work.

Chicago Electric Transit Co.

SUMMARY.

	Unit.	Quantity.	Unit Cost.	Total Cost.
7-in. built-up cross-overs	Each.	15½	$ 783.25	$12,140.38
S. T. branch-off	"	5	685.10	3,425.50
D. T. branch-off	"	½	1,431.00	715.50
D. T. crossing	"	1	1,371.90	1,371.90
D. T. crossing	"	2	871.90	1,743.80
D. T. crossing (one connecting curve)	"	1½	1,890.80	2,836.20
D. T. crossing (connecting curve in two quadrants)	"	1½	2,859.62	4,289.43
D. T. crossing over S. T. (one connecting curve)	"	1	1,453.16	1,453.16
S. T. Ry. crossing	"	6	511.55	3,069.30
7 3/16 in. rail D. T. plain curves (in S. T. ft.)	Ft.	343	4.45	1,526.35
				$32,571.52
Organization, engineering and incidentals, 15%				4,885.73
				$37,457.25
Depreciation, 75%				28,092.94
				$ 9,364.31
9-in. new manganese cross-overs (not depreciated), 1 at $1,358.55			$1,358.55	
9-in. D. T. plain curves (in S. T. ft.), 167 ft., at $6.66			1,112.22	
			$2,470.77	
Organization, engineering and incidentals, 15%			370.62	
			$2,841.39	2,841.39
Total present value				$12,205.70
Total cost of parts depreciated				$37,457.25
Total cost of new work				2,841.39
Total cost, new, of track, special work				$40,298.64

SECTION B.

Supplementary Sheet.

Chicago Electric Transit Company.

Following pieces of special work on lines of Chicago Electric Transit Company were listed as property of Chicago Union Traction Co. in valuation of 1906.

(Old work unless otherwise shown.)

1 Irving Park Boul. and Ashland Avenue.
2 Belmont Avenue and Halsted Street.
3 Belmont Avenue and Clark Street, New.
4 Belmont Avenue and Sheffield Avenue.
5 Belmont Avenue and Southport Avenue.
6 Belmont Avenue and Ashland and Lincoln Avenues, New.
7 Belmont Avenue and Robey Street.
8 Elston Avenue and Milwaukee Avenue, New.
9 Elston Avenue and Division Street.
10 Elston Avenue and North Avenue.
11 Elston Avenue and Fullerton Avenue.
12 Elston Avenue and California Avenue.
13 Western Avenue south of Belmont (cross-over and curve into Clybourn.)
14 Western Avenue opposite Roscoe Street (cross-over).

SECTION B.

Location of Special Work.

CHICAGO ELECTRIC TRANSIT COMPANY.

No. of layout	LOCATION	9 in. manganese cross-over	7 in. built up cross-over	S. T. branch off or turnout	D. T. branch off	D. T. crossing	D. T. crossing one connecting curve	D. T. crossing con'g curve in two quadrants	D. T. crossing over S. T. one con'g curve	S. T. Ry. crossing	Feet of curved track, 7 3-16"	Feet of curved track, 9" 129"
50	Irving Pk. Blvd., 130 ft. E. of Elston		1									
51	Irving Pk. Blvd. and Elston							1				
52	Irving Pk. Blvd., 140 ft. W. of Milwaukee		1									
53	Belmont Ave. and Herndon (C. M. & St. P. R. R.)									3		
54	Belmont Ave., and Clybourn and Western					1						
55	Belmont Ave., 250 ft. W. of Western		1									
56	Belmont Ave., 125 ft. E. of California		1									
57	Belmont Ave. and California								1			
58	Belmont Ave. and Elston						1					
59	Belmont Ave., 60 ft. E. of Milwaukee		1									
60	40th Ave. and Elston Ave			1								
61	40th Ave., 150 ft. N. of Elston Ave.		1									
62	40th Ave., at Foster		1									
63	California Ave., N. of Belmont			1								
64	California Ave., 100 ft. S. of Roscoe			1								
65	Western Ave., N. of Belmont Ave		1									
66	Western Ave., S. of Roscoe St		1									
67	Elston Ave., N. of Milwaukee Ave	1										
68	Elston Ave. near Wade St											167
69	Elston Ave., 100 ft. S. of Division			1								
70	Elston Ave. and Sloan St										144	
(a)71	Elston Ave. and Blackhawk										90	
	Elston Ave. and Blackhawk (C. & N. W. R. R.)									(2)		
72	Elston Ave., 100 ft. N. of North Ave		1									

VALUATION—CHICAGO CONSOLIDATED TRACTION

73	Elston Ave. and Wabansia										1		
74	Elston Ave., 100 ft. N. of Clybourn Pl		1										
75	Elston Ave. at Armitage											109	
76	Elston Ave. at Snow										1		
*77	Elston Ave., 400 ft. N. of Snow		(1)										
*78	Elston Ave., N. of Snow			(1)									
(X)79	Elston Ave., N. of Snow										(1)		
(X)80	Elston Ave., N. of Snow (Home Brg. Co.)										(1)		
81	Elston Ave. and Western Ave					1							
82	Elston Ave., 140 ft. N. of Belmont		1										
83	Elston Ave., 50 ft. S. of Addison		1										
84	Elston Ave., 150 ft. S. E. of 40th Ave		1										
85	Elston Ave., 115 ft. S. of Montrose		1										
	Following layouts are owned jointly:												
31	Irving Pk. and Lincoln Ave., ½ North Chgo. Elec. Ry. Co					1							
36	Irving Pk. and Milwaukee Ave., ½ North Chgo. Elec. Ry. Co							1					
35	Belmont and Milwaukee Ave., ½ North Chgo. Elec. Ry. Co			1									
33	40th Ave. and Montrose, ½ North Chgo. Elec. Ry. Co					1							
32	40th Ave. and Lawrence, ½ North Chgo. Elec. Ry. Co						1						
34	Elston and Montrose, ½ North Chgo. Elec. Ry. Co			1									
86	Elston Ave. and Clybourn Pl., ½ North Side El. St				1								
87	Irving Park, at 67th Ave., ½ outside city limits		1										
	Total	1	16	6	1	4	2	2	1	6	343	167	

*Owned by C. Rys. Co., installed 1908.
(X)Owned by R. R. Co.
(a)North R. R. Crossing is owned by R. R. Co.

SECTION B.

Track Special Work.

North Side Electric Street Ry. Co.

SUMMARY.

	Quantity.	Unit Cost.	Total Cost.
D. T. branch-off	3½	$1,431.00	$ 5,008.50
S. T. crossing over D. T. electric	2	435.95	871.90
D. T. crossing	2	871.90	1,743.80
S. T. Ry. crossing, 3 at $511.55	$1,534.65		
S. T. Ry. crossing, jump crossing, 4 at $250.55	1,002.20		
	$2,536.85		2,536.85
Plain curves	464 ft.	4.45	2,064.80
			$12,225.85
Organization, engineering and incidentals at 15%			1,833.88
			$14,059.73
Depreciation, 75%			10,544.80
Total present value			$ 3,514.93

SECTION B.

Location of Track Special Work.

North Side Electric Street Ry. Co.

Layout No.	LOCATION.	DESCRIPTION. D. T. branch off	S. T. crossing over D. T. electric	D. T. crossings	S. T. Ry. crossings	Plain curves
88	Clybourn Place and C. M. & St. P. R. R.				3	
89	Clybourn Place, east approach of bridge					63′
90	Crosby St. and Elm St	1				
91	Elm and Larrabee St			1		
92	Elm and Sedgwick St		1			
	Elm at Sedgwick St					252′
93	Elm and Orleans St		1			
94	Elm and Franklin St					149′
95	Franklin and Erie St	1				
96	Erie St. and Orleans St			1		
97	Erie St. and Kingsbury St	1				
*98	Erie St., West of Kingsbury St (C. M. & St. P. R. R.)				4	
	Owned jointly:					
86	Clybourn Place and Elston Ave., ½ Chicago Elec. Trans. Co	1				
	Total	4	2	2	7	464′

*Jump Crossing.

SUPPLEMENTARY.

The following pieces of special work on lines of North Side Electric Street Ry. Co., were listed as property of Chicago Union Traction Co., in valuation of 1906.

Old work, unless otherwise shown.

1. Clybourn Place and Clybourn Ave.....New
2. Crosby St. and Division St.....
3. Crosby St., into Hobbie St. Power House.....
4. Crosby St. and Larrabee St.....
5. Franklin St. and Chicago Ave.....New
6. Franklin St. and Indiana St.....New
7. Franklin St. and Michigan St.....
8. Franklin St. and Illinois St.....
9. Franklin St. and Kinzie St.....
10. Kingsbury St. and Chicago Ave.....New

SECTION B.

Value of Track Special Work.

Chicago & Jefferson Urban Transit Co.

SUMMARY.

	Unit	Quantity	Unit Cost	Total Cost
7 in. cross-overs	Each	3	$ 783.25	$ 2,349.75
S. T. branch-off	"	1	685.10	685.10
D. T. branch-off	"	1	1,431.00	1,431.00
D. T. crossing	"	4	871.90	3,487.60
D. T. crossing (D. T. connecting curve)	"	1	2,363.30	2,363.30
Special layout (gauntlet track)	"	1	2,079.45	2,079.45
Plain curves	Ft.	685	4.45	3,048.25
				$15,444.45
Organization, engineering and incidentals, 15%				2,316.67
Total cost new				$17,761.12
Depreciation 75%				13,320.84
Total present Value				$4,440.28

SUPPLEMENTARY.

The following pieces of Special Work on the lines of the Chicago & Jefferson Urban Transit Company were listed as the property of the Chicago Union Traction Company in the valuation of 1906.

(Old Work unless otherwise shown.)

1. Morgan and Madison Street, New.
2. Morgan and Randolph Street.
3. Morgan and Lake Street.
4. Kedzie Avenue—Crossover S. of Chicago Avenue.
5. Kedzie Avenue and Chicago.
6. Chicago Avenue—Crossover E. of 40th Avenue.
7. Grand Avenue and 48th Avenue leads into yards and Crossover (layout installed last year by C. Rys. Co.)

SECTION B.

Location of Special Work.

Chicago & Jefferson Urban Transit Co.

Layout No.	LOCATION.	7 in. cross-overs	S. T. branch off	D. T. branch off	D. T. crossing	D. T. crossing D. T. connecting curves	Special Layout gauntlet track	Plain curves
99	Monroe St., 100′ W. of Canal	1						
100	Monroe and Clinton Sts				1			
101	Monroe and Desplaines Sts					1		
102	Monroe and Halsted Sts				1			
103	Monroe and Sangamon Sts				1			
104	Monroe and Morgan Sts							150′
105	Morgan and Fulton Sts							150′
106	Fulton and Ashland						1	
107	Fulton and Robey				1			
108	Fulton and Western		1					
109	Fulton, 100′ E. of Western	1						
110	Grand Ave. and North			1				
111	Grand Ave. and Subway at 50th Ave							90′ 176′ 119′
112	Grand Ave. near 51st Ave	1						
	Total	3	1	1	4	1	1	685′

SECTION B.

Value of Track Special Work.

Ogden Street Railway Co.

SUMMARY.

	Unit	Quantity	Unit Cost	Total Cost
7 in. built-up cross-overs	Each	5	$ 783.25	$3,916.25
D. T. crossings	"	2	871.90	1,743.80
D. T. crossing, D. T. connecting curves	"	1	2,363.30	2,363.30
D. T. electric over S. T. steam..	"	8	511.55	4,092.40
Ft. of curved track, S. T.	Per ft.	172	4.45	765.40
D. T. electric over D. T. steam..	Each	1	985.70	985.70
D. T. electric over S. T. steam..	"	7	255.78	1,790.43
Total				$15,557.28
(Of following layouts on Ogden Street Ry. 1, 2 are outside of City.)				
7 in. built-up cross-overs	Each	$1\frac{1}{2}$	$ 783.25	$1,174.88
D. T. crossing, D. T. connecting curve	"	$\frac{1}{2}$	2,363.30	1,181.65
D. T. crossing	"	$\frac{1}{2}$	871.50	435.75
Total cost new				$18,349.56
Depreciation				13,762.17
Present value				$4,587.39

SUPPLEMENTARY.

The following pieces of special work on lines of Ogden Ave. Ry. Co. were listed as the property of Chicago Union Traction Co. in valuation of 1906.

(Old work unless otherwise shown.)

1. 40th Ave. and 12th St. crossing and connecting curves.
2. Part of layout at Ogden Ave. and 40th Ave. as shown.
3. Cross-over south of 12th St. on 40th Ave.
4. Cross-over and curve at 26th and 40th Ave.

SECTION B

Location of Track Special Work.

Ogden Street Railway Company.

Layout Nos.	LOCATION.	7 in. built up cross-overs	D. T. crossing	D. T. crossing and D. T. connecting curves	D. T. Elec over S. T. steam	Ft. Cyd. track	D. T. Elec over D. T. steam
113	Ogden Ave., 73′ W. of 40th Ave	1					
114	26th St., 620′ W. of 45th Ave				3		
115	31st St., 124′ W. of 42nd Ave	1					
116	31st St. and 40th Ave					172	
117	40th Ave., 75′ S. of Madison	1					
118	40th Ave., 164′ N. of Fillmore						1
119	40th Ave. and 22nd St		1				
120	40th Ave. and Ogden Ave			1			
121	40th Ave. and 26th St		1				
122	48th Ave. and C. C. T. Ry				5		
123	12th St., 75″ E. of 46th	1					
124	12th St., 70″ W. of 40th	1					
130	12th St. and Belt Ry.—Jump crossing				7		
		5	2	1	15	172	1
	One-half of following layouts are outside city:						
125	12th St., 80′ E. of 56th Ave	1					
126	12th St., 150′ W. of 52nd Ave	1					
127	12th St., 140′ W. of 48th Ave	1					
128	12th St. and 48th Ave			1			
†129	48th Ave. and Harrison						
131	12th St. and 52nd Ave		1				
		3	1	1			

†Owned by foreign company.

SECTION B.

Value of Track Special Work.

Cicero & Proviso Street Railway Co.

SUMMARY.

	Unit	Quantity.	Unit Cost	Total Cost.
7-in. cross-overs	Each.	4	$ 783.25	$ 3,133.00
D. T. electric crossing	"	1	871.90	871.90
D. T. crossing, connecting curves in two quadrants	"	1	3,563.30	3,563.30
S. T. turnouts	"	3	685.10	2,055.30
D. T. steam road crossings	"	1	985.70	985.70
Ft. of curved track	Per ft.	480	4.45	2,136.00
				$12,745.20
Organization, engineering and incidentals, etc., 15%				1,911.78
Total cost, new				$14,656.98
Depreciation, 75%				10,992.74
Present value				$ 3,664.24

SUPPLEMENTARY.

The following piece of special work on lines of the Cicero & Proviso was included as the property of the Union Traction Company in the valuation of 1906.

Crossing and cross-over east of 48th Avenue at 48th Avenue and Lake Street.

SECTION B.

Location of Track Special Work.

Cicero & Proviso Street Railway Co.

Layout No.	LOCATION.	7 in. built up crossing	D. T. crossing con'ng curves in two quadrants	D. T. crossing	Ft. curved trk.	S. T. turnout
132	Madison St., 50′ W. of 40th Ave	1				
133	Madison St., 82′ E. of 48th Ave	1				
134	Madison St. and 48th Ave		1			
135	Madison St. and 52nd Ave			1		
136	Chicago Ave. and 48th Ave				163	
137	Lake St. and 52nd Ave					1
138	Lake St. and Pine				160	1
139	Lake St. and 48th Ave				157	1
140	48th Ave., 73′ N. of Lake	1				
141	48th Ave., 123′ S. of Lake	1				
		4	1	1	480	3

CROSS OVERS (7″ Built up.)

Straight track included (approx.)	70 ft.
Length of curved track	57 ft.
Total	127 ft.

UNIT PRICE ESTIMATE.

	Unit	Quantity.	Unit Cost.	Total Cost.
Cross-over, delivered			$600.00	$600.00
Excavation, 70 ft. x 9 ft. x 1.25 ft.	Cu. Yd.	30	.50	15.00
Ballast	"	25	1.65	41.25
Ties	B. M.	1,700	30.00	51.00
Spikes	Keg	1	4.00	4.00
Labor	Hrs.	400	.18	72.00
Total				$783.25

CROSS OVER.

9 in. Manganese, 10 ft. 2 in. Centers. Board of Supervising Engineers' Type.

Straight track (including guard rail)	84 ft.
Length of curved rail	58 ft.
	142 ft.

UNIT COST ESTIMATE.

	Unit	Quantity.	Unit Cost.	Total Cost.
Cross-over, complete			$1,100.00	$1,100.00
Ballast	Cu. Yds.	17	1.50	25.50
Ties (7 in. x 9 in. oak switch ties)	B. M.	1,700	30.00	51.00
Spikes	Keg	1	4.00	4.00
Tie plates	Per 100	70	9.00	6.30
Stone for concrete	Cu. Yds.	14	1.50	21.00
Sand, torpedo	"	7	1.00	7.00
Cement	Bbl.	15	1.65	24.75
Total material				$1,239.55
Labor	Hrs.	600	.18	108.00
Teaming	"	20	.55	11.00
Total cost				$1,358.55

Excavation included in labor and teaming.

DOUBLE TRACK CROSSING.

Electric over Electric.

45 to 90 degrees.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Layout delivered complete (Tie plates and joints included)	Each	1	$700.00	$ 700.00
Tie plates	"	60	.09	5.40
Excavation	Cu.Yds	23	.50	11.50
Ballast	"	20	1.50	30.00
Ties	Each	30	.70	21.00
Spikes	Keg	1	4.00	4.00
Labor				100.00
Total cost				$ 871.90
For built in S. T. branch off (as per Clybourn and Belmont) (1 switch and mate jump frogs)				500.00
Total cost				$1,371.90

SINGLE TRACK CROSSING OVER DOUBLE TRACK CROSSING.

Electric over Electric.

45 to 90 Degrees.

	Total Cost
Double track crossing	$871.90
Single track crossing, one-half cost of double track crossing	435.95

SINGLE TRACK BRANCH OFF.

45 to 90 degrees.

UNIT COST ESTIMATE.

		Unit	Quantity	Unit Cost	Total Cost
Layout:					
1 switch and mate	$125.00				
1 frog	45.00				
Tangent rail included, 50 ft. at .75	37.50				
Curved track included, 75 ft. at 3.00	225.00				
Joints 16 pr. complete at $1.10	17.60				
Tie plates 150 at .09	13.50				
	$463.60				$ 463.60
Excavation		Cu.Yds	43	.50	21.50
Ballast		"	40	1.50	60.00
Ties		B. M.	1200	30.00	36.00
Spikes		Keg	1	4.00	4.00
Labor					100.00
Total cost					$685.10

DOUBLE TRACK BRANCH OFF.

45 to 90 degrees.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Layout complete (tie plates and joints included)	Each	1	$1,000.00	$1,000.00
Excavation	Cu.Yds.	80	.50	40.00
Ballast	"	72	1.50	108.00
Ties	B.M.	2500	30.00	75.00
Spikes	Keg	2	4.00	8.00
Labor				200.00
Total Cost				$1,431.00

DOUBLE TRACK OVER SINGLE TRACK CROSSING.

Single Connecting Curve.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Layout complete (tie plates and joints included)	Each	1	$1,044.16	$1,044.16
Excavation	Cu Yds.	78	.50	39.00
Ballast	"	64	1.50	96.00
Ties	B.M.	2,200	30.00	66.00
Spikes	Keg	2	4:00	8.00
Labor				200.00
Total cost				$1,453.16

DOUBLE TRACK CROSSING.

One Connecting Curve.

45 degrees.

UNIT COST ESTIMATE.

	Unit	Quantity.	Unit Cost	Total Cost
Layout complete (tie-plates and joints included)	Each	1	$1,397.00	$1,397.00
Excavation	Cu.Yds.	90	.50	45.00
Ballast	"	74	1.50	111.00
Ties	B. M.	2,660	30.00	79.80
Spikes	Keg	2	4.00	8.00
Labor				250.00
Total cost of crossing				$1,890.80

DOUBLE TRACK CROSSING.

Single Track Curves in Two Quadrants.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Layout complete delivered (tie plates and joints included)	Each	1	$2,088.32	$2,088.32
Excavation	Cu.Yds.	156	.50	78.00
Ballast	"	129	1.50	193.50
Ties	B. M.	4,460	30.00	133.80
Spikes	Keg	4	4.00	16.00
Labor				350.00
Total cost				$2,859.62

DOUBLE TRACK CROSSING

with Double Track Connecting Curves.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Price of double track crossing with single connecting curve				$1,890.80
Additional:				
Switch and mate	Each	2	$ 125.00	250.00
Jump frogs	"	10		
50 ft. curved track	Ft.		4.45	222.50
Total cost of crossing				$2,363.30

DOUBLE TRACK—THREE PART WYE.

Curved track	376.4 ft.
Straight track included	206.6 ft.
	583 ft.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Rail layout delivered				$2,500.00
Excavation	Cu.Yds.	210	$ .50	105.00
Ballast	"	200	1.50	300.00
Ties	B. M.	2,500	30.00	75.00
Spikes	Kegs	5	4.00	20.00
Labor	Ft.	583	.75	437.25
Total cost				$3,437.25

SINGLE TRACK RAILWAY CROSSING.

(Double Track Electric over Single Track Steam.)

45 to 90 degrees.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Layout delivered (tie plates and joints included)	Each	2	$200.00	$400.00
Excavation	Cu. Yds.	11.5	.50	5.75
Ballast	"	10	1.50	15.00
Ties, delivered	Each	16	.70	11.20
Spikes	Keg	½	4.00	2.00
Hemlock planking—12 pieces, 3 in. x 10 in. x 16 ft	B. M.	480	25.00	12.00
Nails				.60
Labor				65.00
Total cost				$511.55
For cost of jump crossing, deduct				$261.00
Net cost of jump crossing				$250.55

DOUBLE TRACK CROSSING.

Electric Over Steam.

UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Layout, delivered, $200.00 a crossing	Each	4	$200.00	$800.00
Excavation	Cu. Yds.	20	.50	10.00
Ballast	"	17	1.50	25.00
Ties delivered	Each	30	.70	21.00
Spikes	Keg	1	4.00	4.00
Wire Nails	Lbs.	40	.03	1.20
Hemlock plank	B. M.	960	25.00	24.00
Labor				100.00
Total				$985.70

PLAIN CURVES.

Per ft. of Single Track.

Seven in. Rail.

UNIT COST ESTIMATE.

Rail—delivery and shop bending included	$3.00
Excavation	.25
Ballast	.41
Ties delivered	.30
Tie plates	.06
Tie rods	.03
Fish-plates and bolts	.08
Spikes	.02
Labor laying track	.30
	$4.45

Class A Construction—9 in. 129 lbs. Lorain Rail.

UNIT COST ESTIMATE.

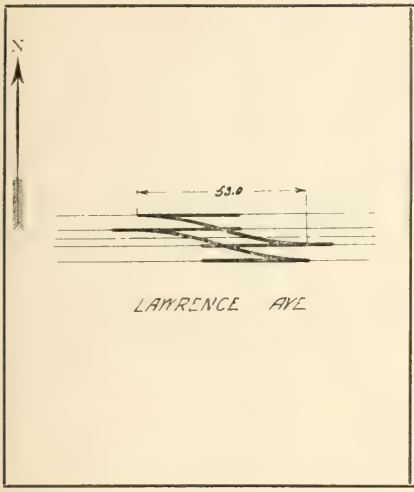
Cost per ft. of single track, Class A, at $27,263.73 per mile	$5.16
Bending rail at $1.50 per foot	1.50
Total cost per ft	$6.66

SPECIAL LAYOUT.

At Fulton St. & Ashland Ave.

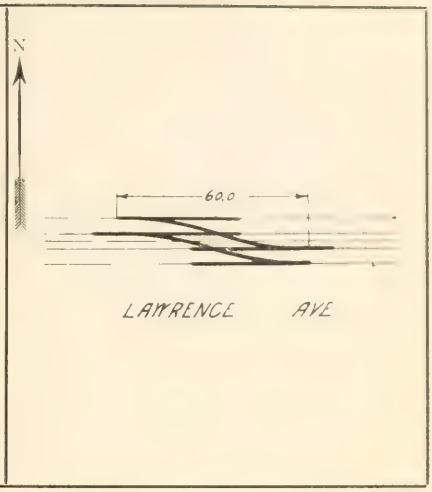
UNIT COST ESTIMATE.

	Unit	Quantity	Unit Cost	Total Cost
Curved track	Ft.	301	$ 4.45	$1,339.45
Tangent track	"	116	2.50	290.00
Frogs	Each	10	45.00	450.00
Total cost of layout				$2,079.45



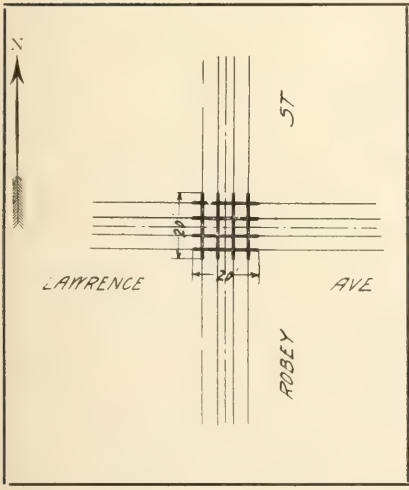
Track Special Work on Lawrence Ave. near Evanston Ave.

LAYOUT No. 1.



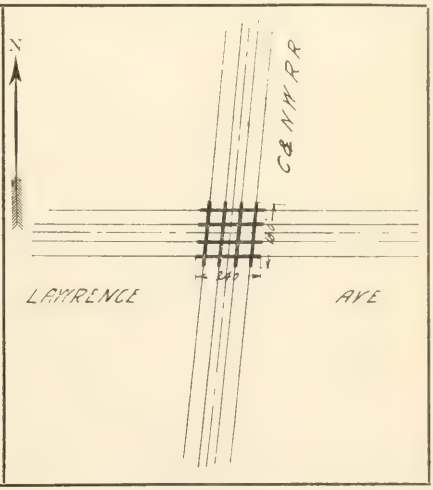
Track Special Work on Lawrence Ave. near Rockwell St.

LAYOUT No. 2.



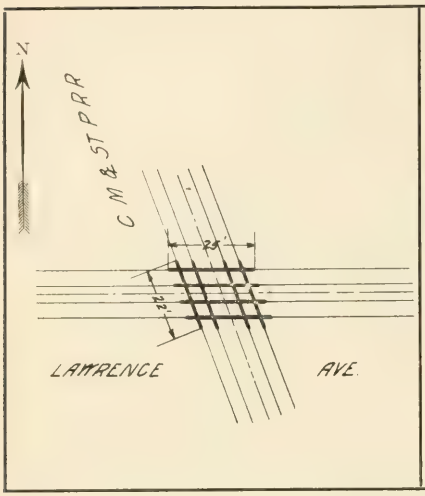
Track Special Work on Lawrence Ave. and Robey St.

LAYOUT No. 3.

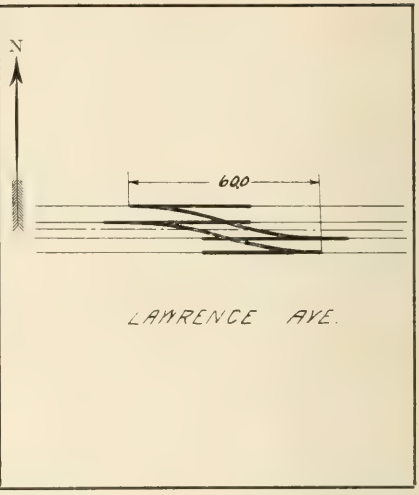


Track Special Work on Lawrence Ave. east of 48th Ave. C. & N. W. Tracks.

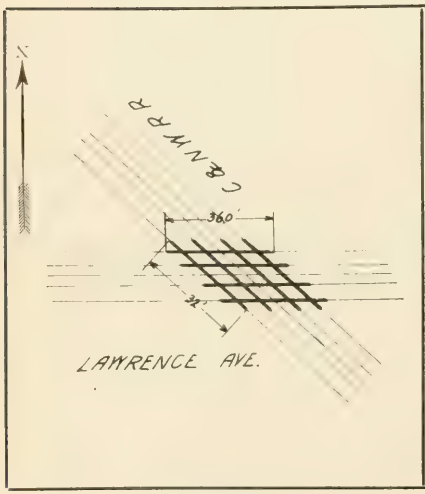
LAYOUT No. 4.



Track Special Work on Lawrence Ave. west of 48th Ave. C. M. & St. P. Tracks.

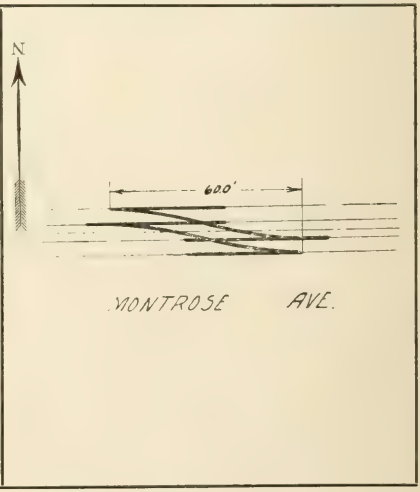
LAYOUT No. 5.

Track Special Work on Lawrence Ave. east of Milwaukee Ave.

LAYOUT No. 6.



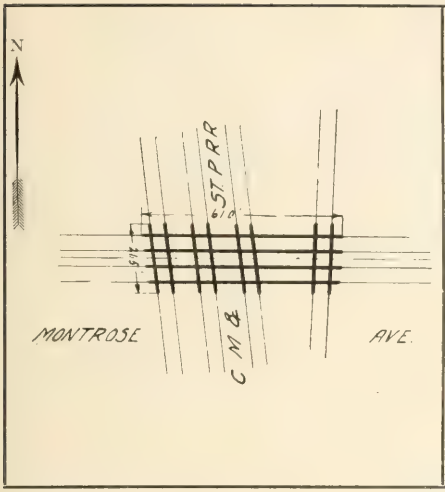
Track Special Work on Lawrence Ave. near Milwaukee Ave. C. & N. W. Tracks.

LAYOUT No. 7.



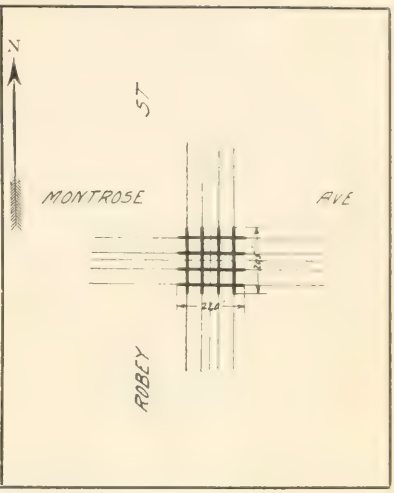
Track Special Work on Montrose Ave. near Evanston Ave.

LAYOUT No. 8.



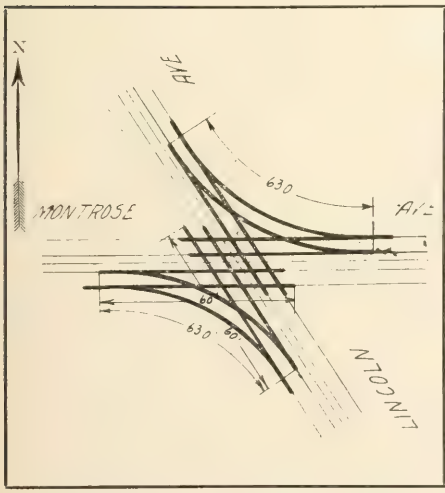
Track Special Work on Montrose Ave. near Kenmore Ave. C. M. & St. P. Tracks.

LAYOUT No. 9.



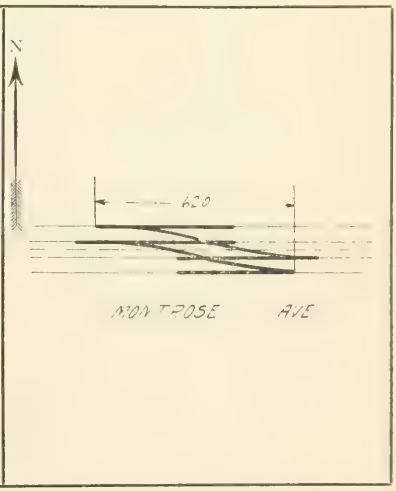
Track Special Work on Montrose Ave. and Robey St.

LAYOUT No. 10.



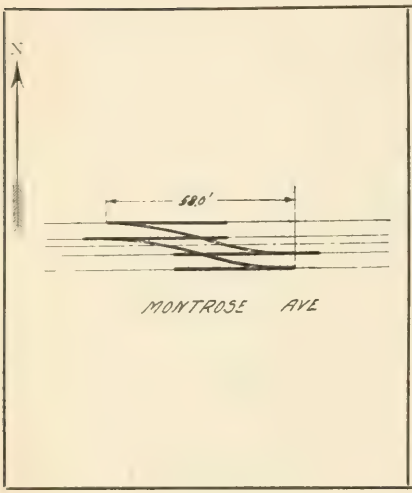
Track Special Work on Montrose Ave. and Lincoln Ave.

LAYOUT No. 11.



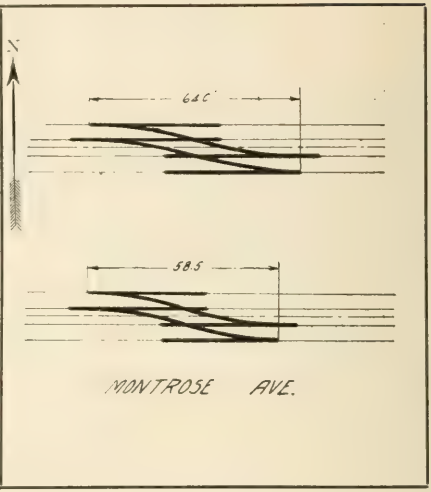
Track Special Work on Montrose Ave. near Lincoln Ave.

LAYOUT No. 12.



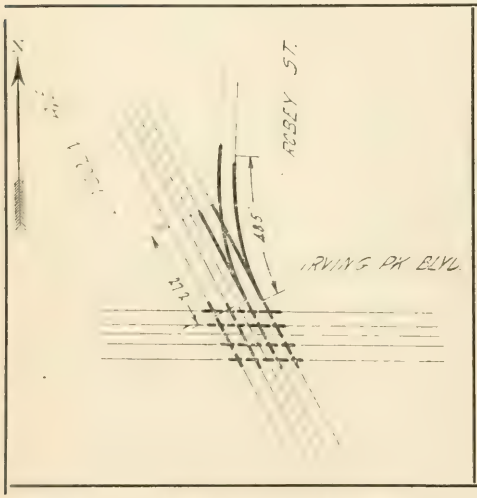
Track Special Work on Montrose Ave. near Elston Ave.

LAYOUT No. 13.



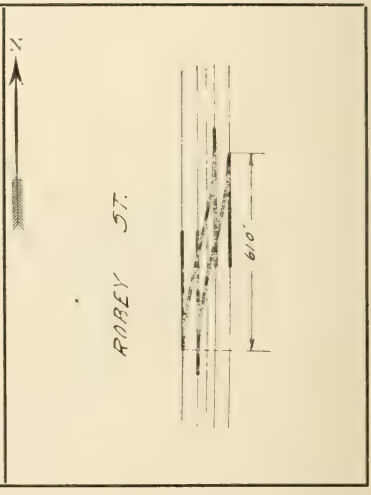
Track Special Work on Montrose Ave. near 46th Ave. end of Line.

LAYOUT Nos. 14 and 15.



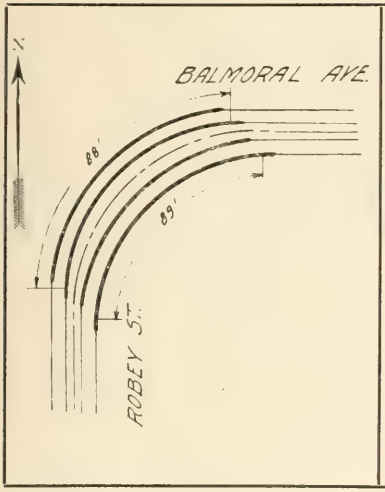
Track Special Work on Robey St. north of Irving Pk. Blvd. and Lincoln Ave.

LAYOUT No. 16.



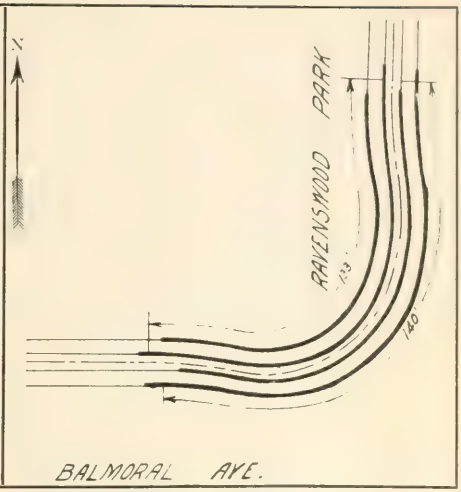
Track Special Work on Robey St. 80 ft. north of Irving Pk. Blvd.

LAYOUT No. 17.



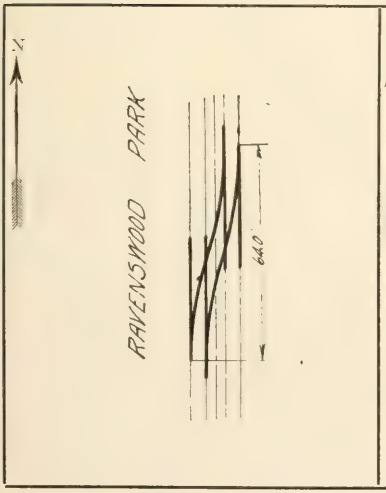
Track Special Work on Robey St. and Balmoral Ave.

LAYOUT No. 18.



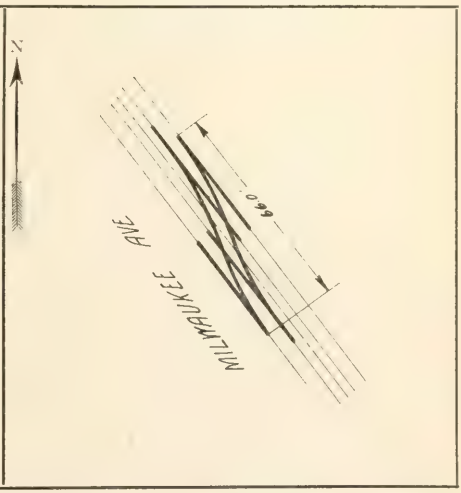
Track Special Work on Ravenswood Pk. and Balmoral Ave.

LAYOUT No. 19.



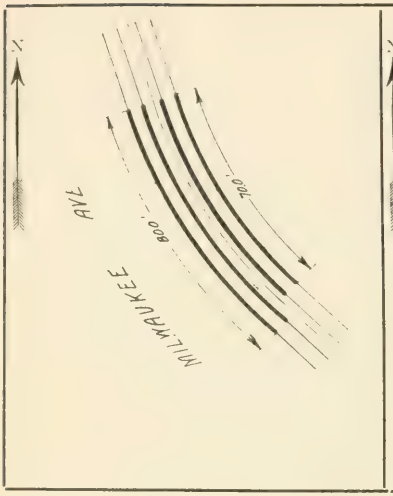
Track Special Work on Ravenswood Pk. at end of line.

LAYOUT No. 20.



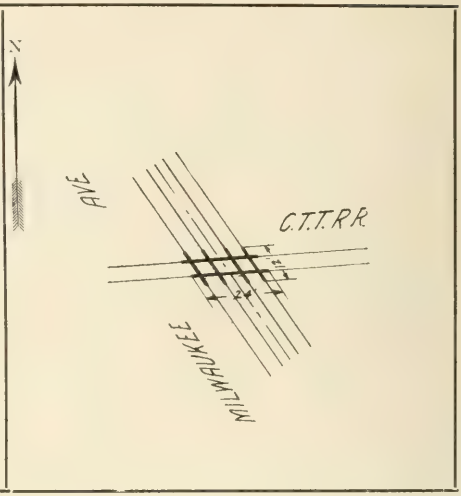
Track Special Work on Milwaukee Ave. north of Belmont Ave.

LAYOUT No. 21.



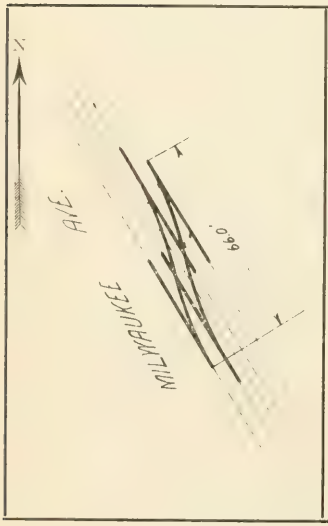
Track Special Work on Milwaukee Ave. and Belle Plaine Ave.

LAYOUT No. 22.



Track Special Work on Milwaukee near Irving Pk. Blvd. C. T. T. Tracks.

LAYOUT No. 23.

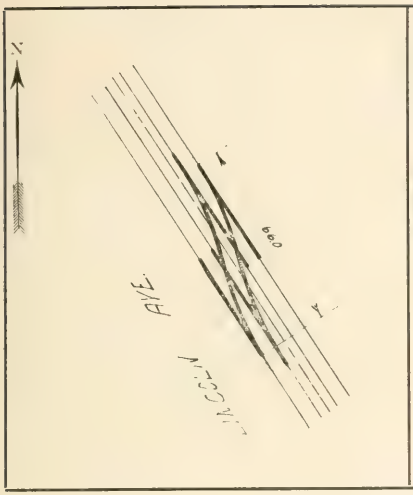


Track Special Work on Milwaukee Ave. south of Lawrence Ave.

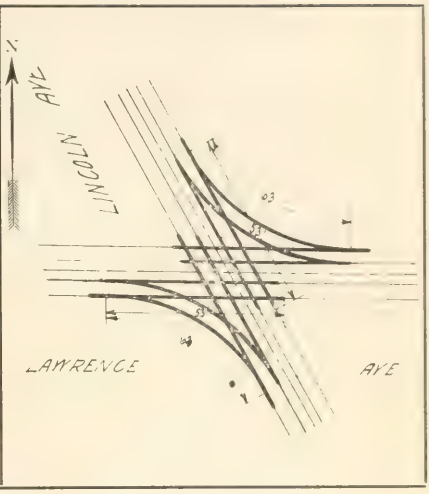
LAYOUT No. 24.

Track Special Work on Milwaukee Ave. into Lawrence Ave.

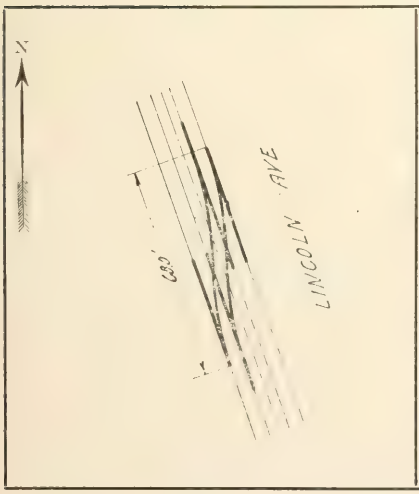
LAYOUT No. 25.



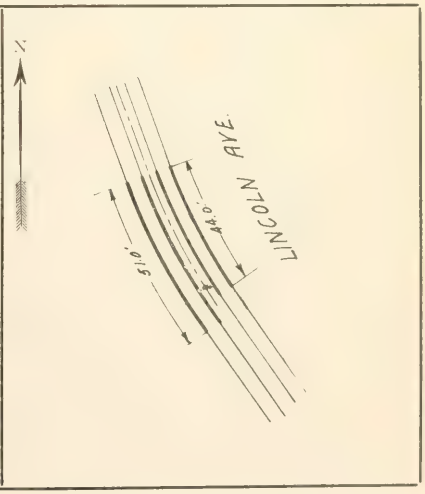
Track Special Work on Lincoln Ave. south of Irving Pk. Blvd.
LAYOUT No. 26.



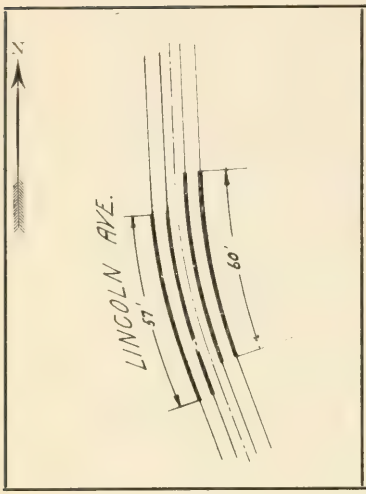
Track Special Work on Lincoln Ave. and Lawrence Ave.
LAYOUT No. 27.



Track Special Work on Lincoln Ave. near Foster Ave.
LAYOUT No. 28.

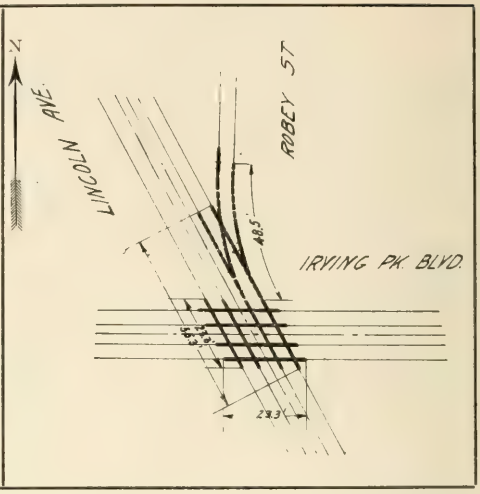


Track Special Work on Lincoln Ave. near Carmen Ave.
LAYOUT No. 29.



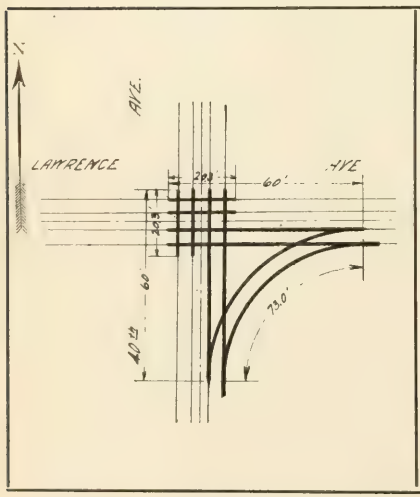
Track Special Work on Lincoln Ave. near Winona Ave.

LAYOUT No. 30.



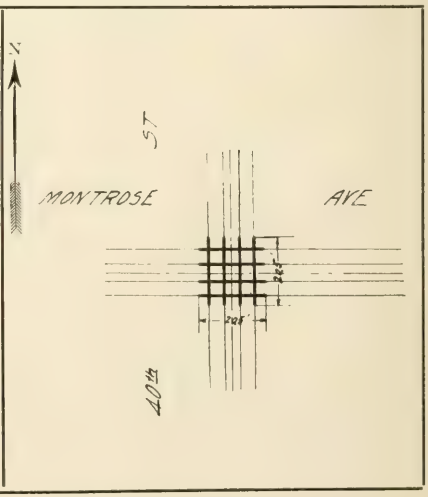
Track Special Work on Lincoln Ave. and Irving Pk. Blvd.

LAYOUT No. 31.



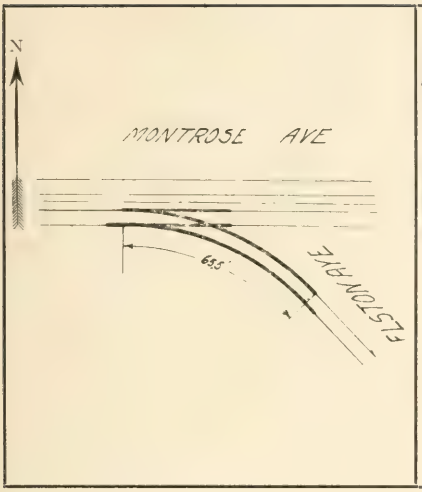
Track Special Work on Lawrence Ave. and 40th Ave.

LAYOUT No. 32.



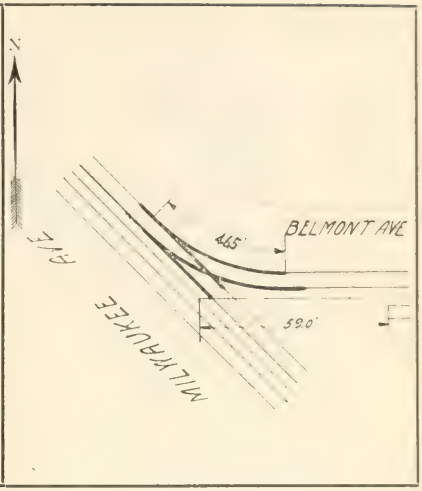
Track Special Work on Montrose Ave. and 40th Ave.

LAYOUT No. 33.



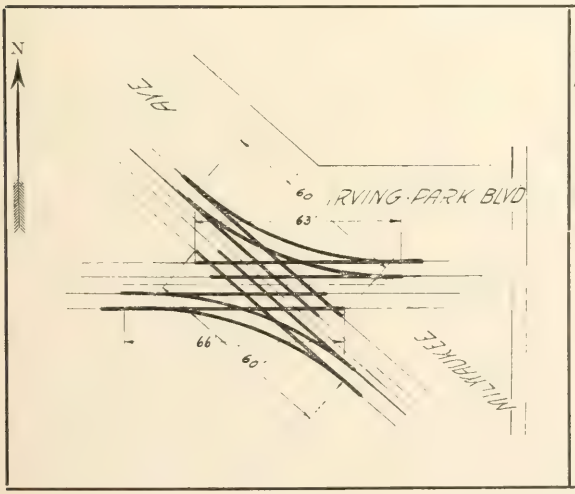
Track Special Work on Montrose Ave. and Elston Ave.

LAYOUT No. 34.



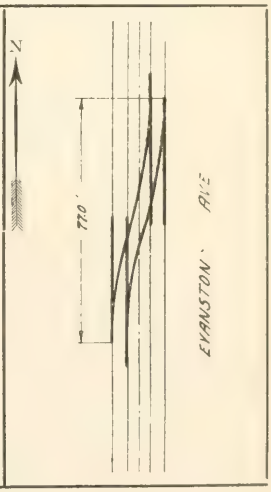
Track Special Work on Milwaukee Ave. and Belmont Ave.

LAYOUT No. 35.



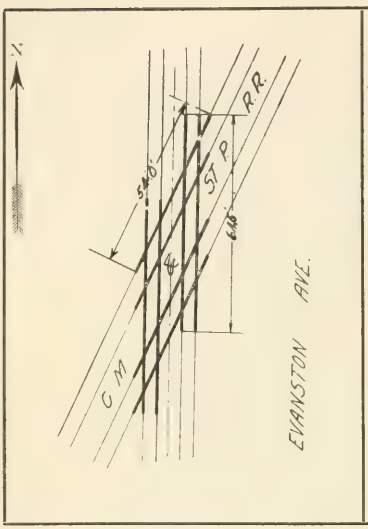
Track Special Work on Milwaukee Ave. and Irving Pk. Blvd.

LAYOUT No. 36.



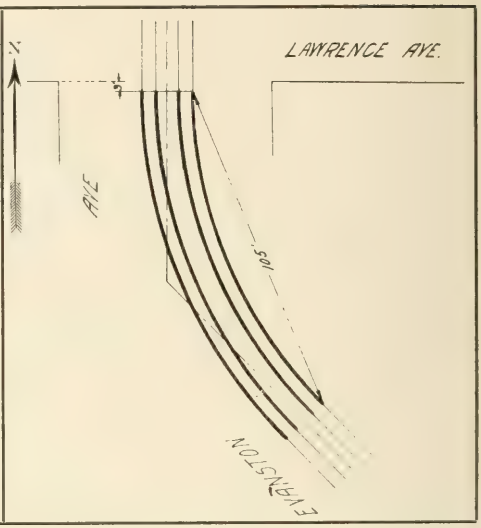
Track Special Work on Evanston Ave. south of Wilson Ave.

LAYOUT No. 37.



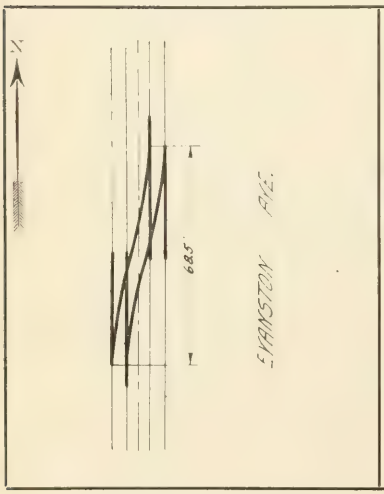
Track Special Work on Evanston Ave. at Leland Ave. C. M. & St. P.

LAYOUT No. 38.



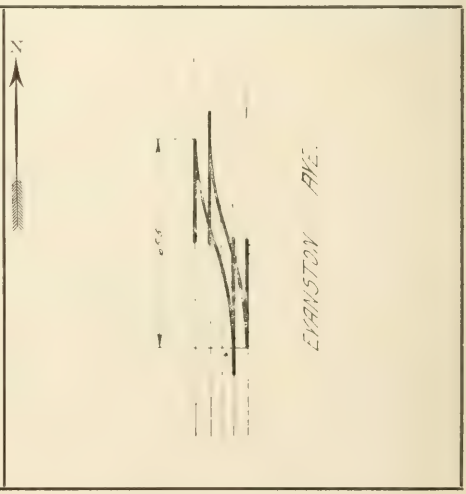
Track Special Work on Evanston Ave. and Lawrence Ave.

LAYOUT No. 39.



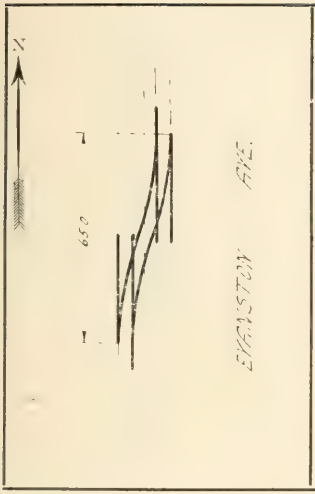
Track Special Work on Evanston Ave. north of Car House.

LAYOUT No. 40.



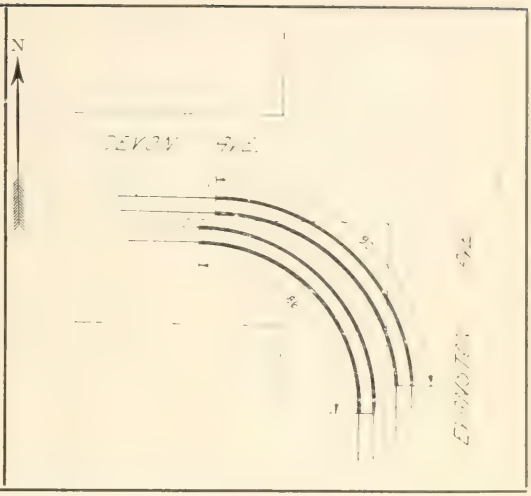
Track Special Work on Evanston Ave. near Rosemont Ave.

LAYOUT No. 41.



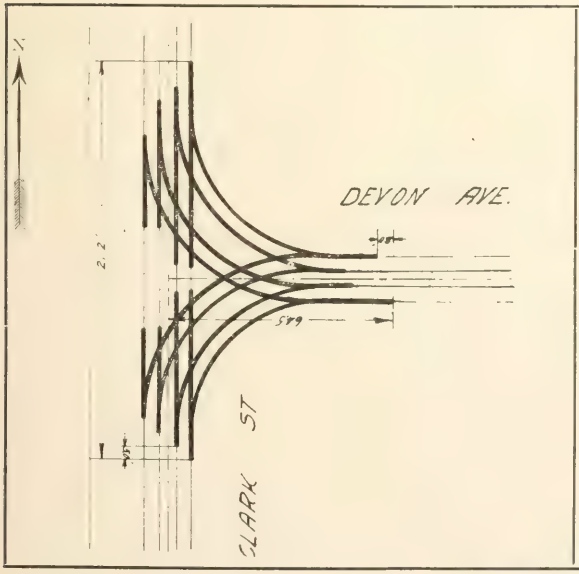
Track Special Work on Evanston Ave. south of Devon Ave.

LAYOUT No. 42.



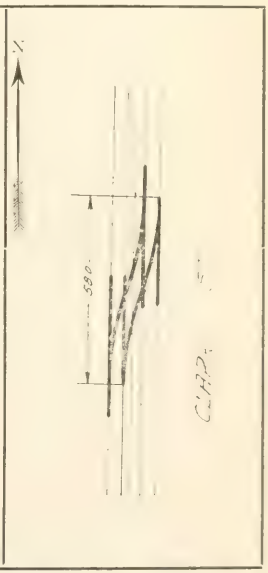
Track Special Work on Evanston Ave. and Devon Ave.

LAYOUT No. 43.



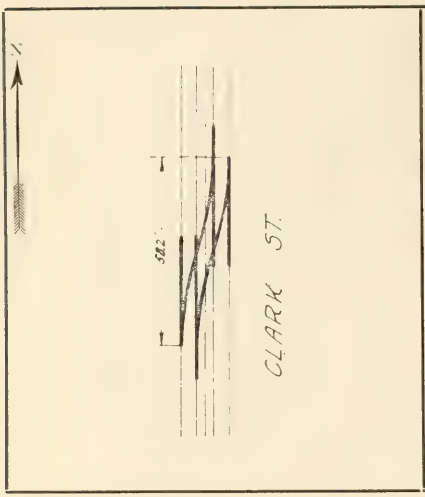
Track Special Work on Devon Ave. and Clark St.

LAYOUT No. 44.

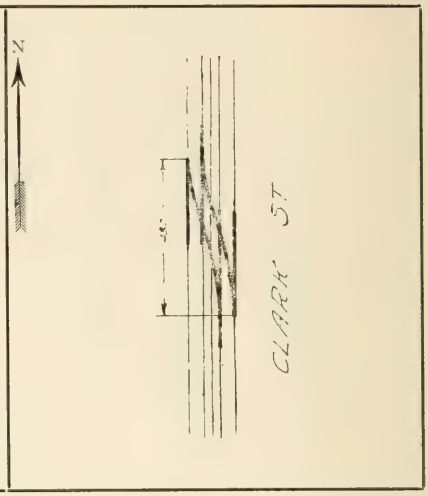


Track Special Work on Clark St. south of Car House at Devon Ave.

LAYOUT No. 45.

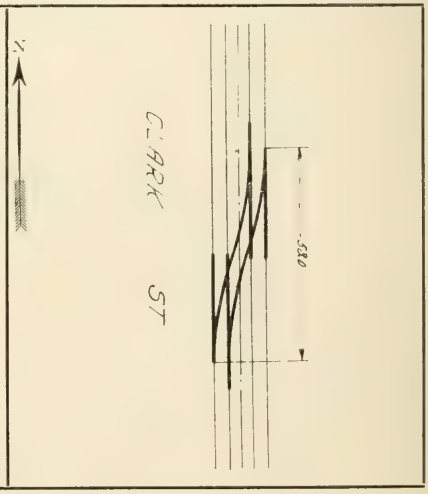


Track Special Work on Clark St. north of Car House at Devon Ave.
LAYOUT No. 46.

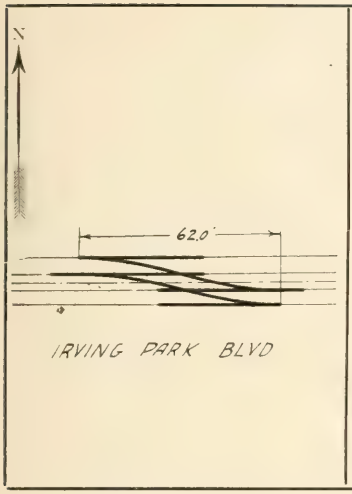


Track Special Work on Clark St. 326 ft. south of Howard Ave.
LAYOUT No. 47.

Track Special Work on Clark St. 102 ft. south of Howard Ave.
LAYOUT No. 48.

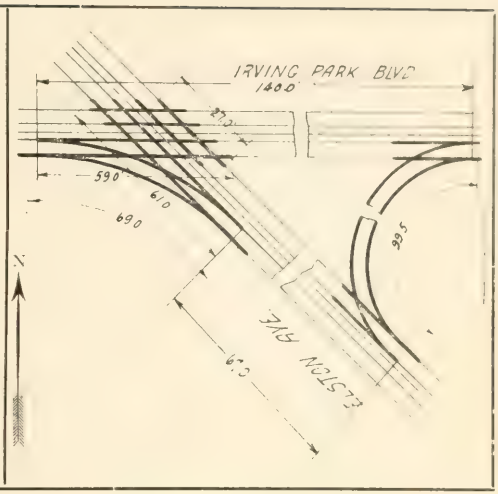


Track Special Work on Clark St. north of Devon Ave.
LAYOUT No. 49.

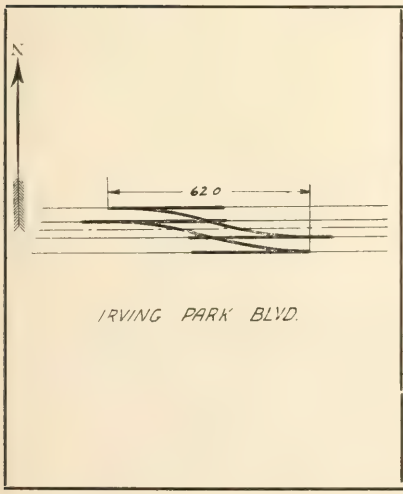


Track Special Work on Irving Pk. Blvd. 130 ft. east of Elston Ave.

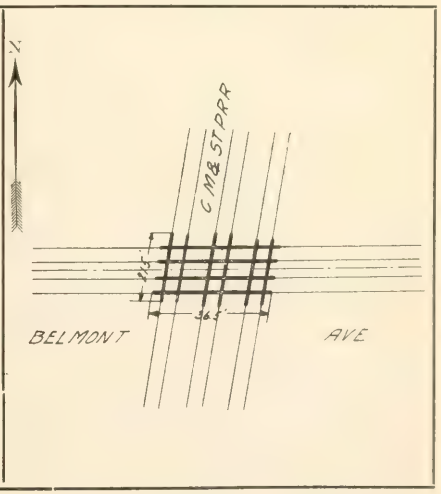
LAYOUT No. 50.



Track Special Work on Irving Pk. Blvd. and Elston Ave.

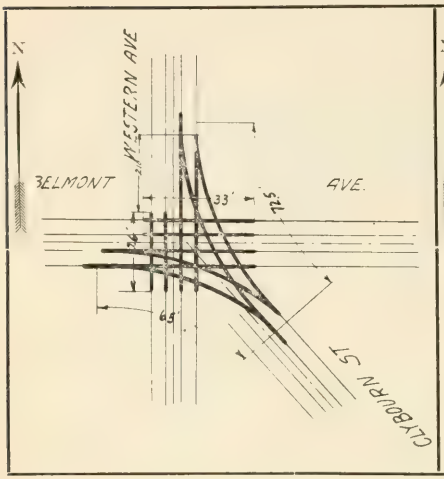
LAYOUT No. 51.

Track Special Work on Irving Pk. Blvd. 140 ft. west of Milwaukee Ave.

LAYOUT No. 52.



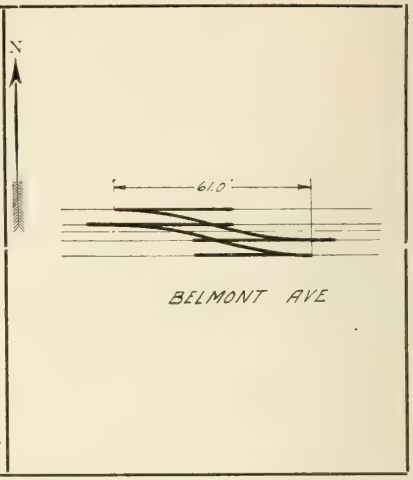
Track Special Work on Belmont Ave. and Herndon St. C. M. & St. P. R. R.

LAYOUT No. 53.



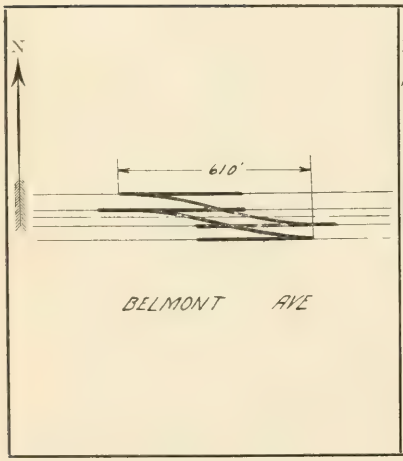
Track Special Work on Belmont, Clybourn and Western Aves.

LAYOUT No. 54.



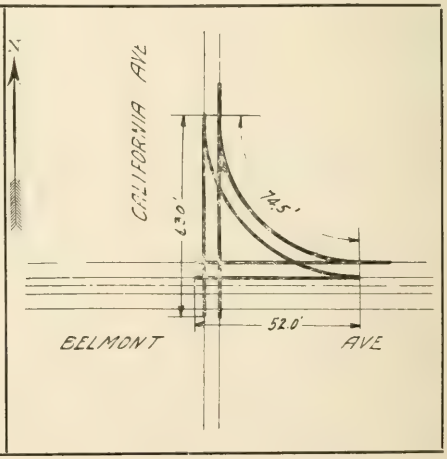
Track Special Work on Belmont Ave. 250 ft. west of Western Ave.

LAYOUT No. 55.



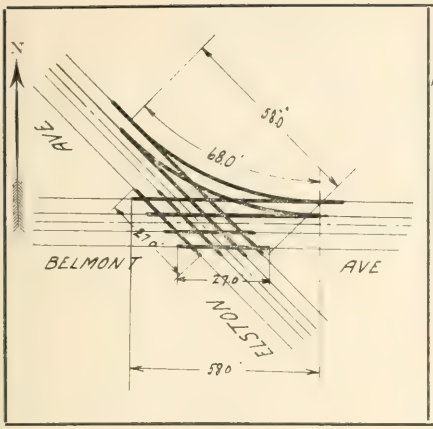
Track Special Work on Belmont Ave. 125 ft. east of California Ave.

LAYOUT No. 56



Track Special Work on Belmont and California Aves.

LAYOUT No. 57.

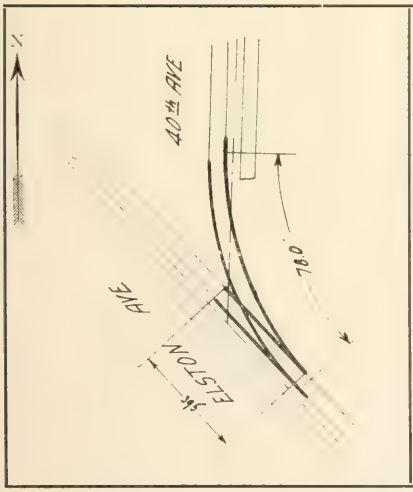


Track Special Work on Belmont Ave. and Elston Ave.

LAYOUT No. 58.

Track Special Work on Belmont Ave. 60 ft. east of Milwaukee Ave.

LAYOUT No. 59.

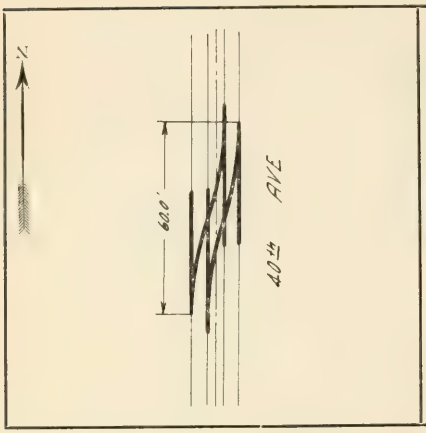


Track Special Work on 40th Ave. and Elston Ave.

LAYOUT No. 60.

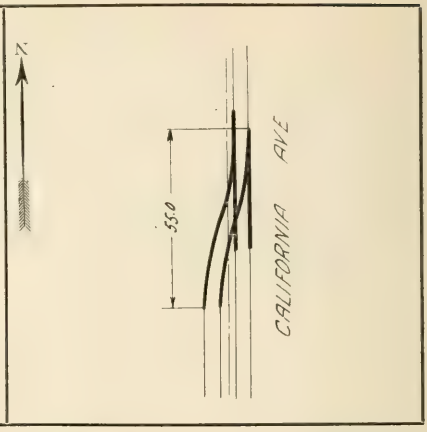
Track Special Work on 40th Ave. 150 ft. north of Elston Ave.

LAYOUT No. 61.



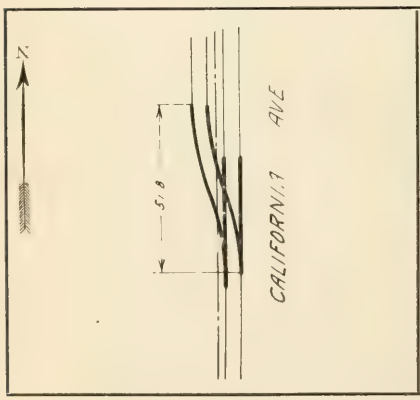
Track Special Work on 40th Ave. at Foster Ave.

LAYOUT No. 62.



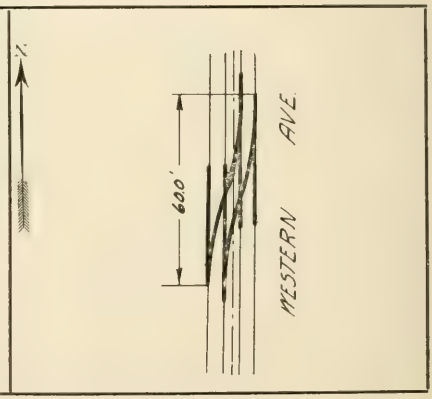
Track Special Work on California Ave. north of Belmont Ave.

LAYOUT No. 63.



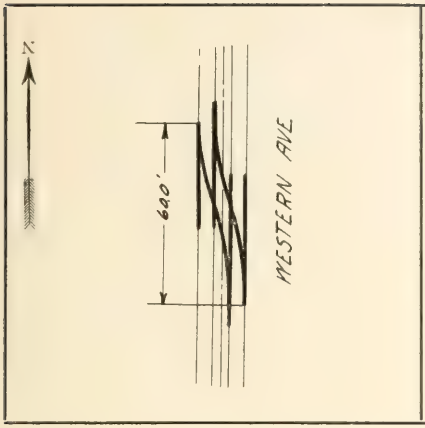
Track Special Work on California Ave. 100 ft. south of Roscoe St.

LAYOUT No. 64.



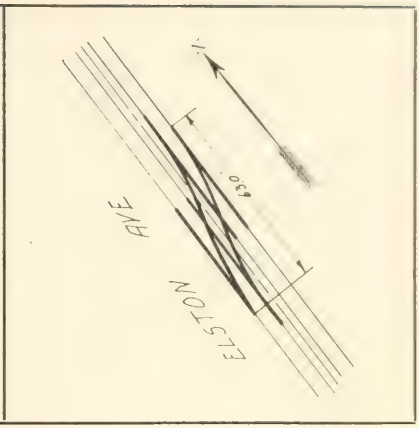
Track Special Work on Western Ave. north of Belmont Ave.

LAYOUT No. 65.



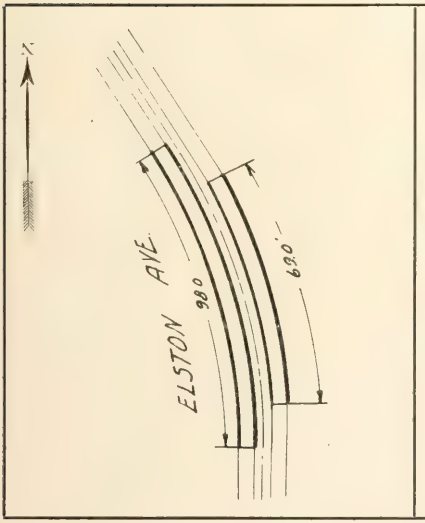
Track Special Work on Western Ave. south of Roscoe St.

LAYOUT No. 66.



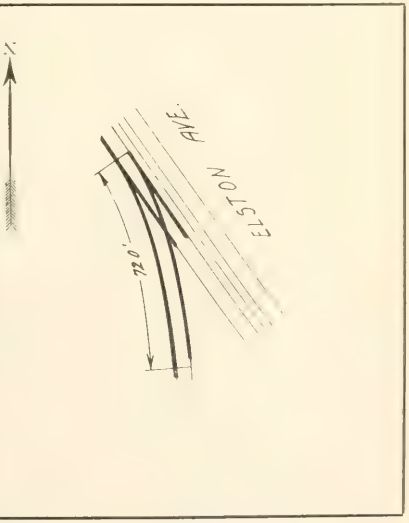
Track Special Work on Elston Ave. north of Milwaukee Ave.

LAYOUT No. 67.



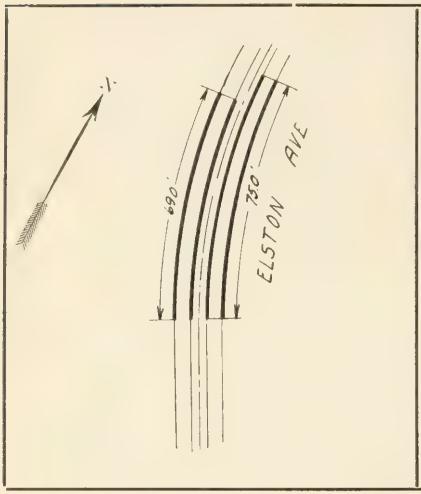
Track Special Work on Elston Ave. near Wade St.

LAYOUT No. 68.

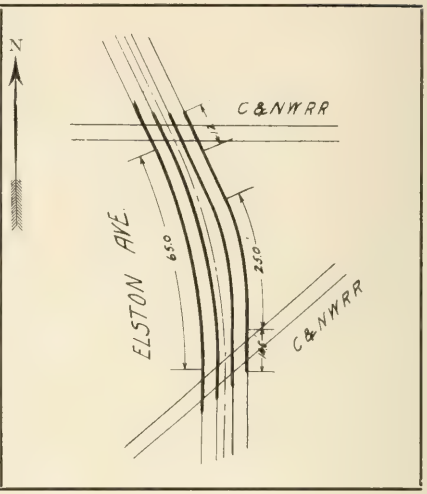


Track Special Work on Elston Ave. 100 ft. south of Division St.

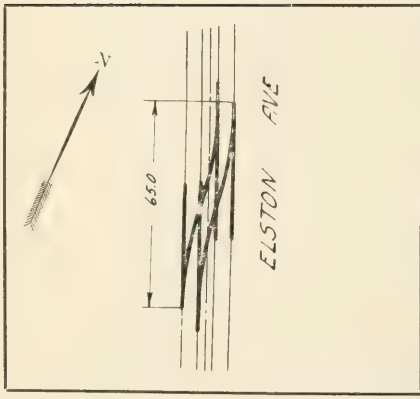
LAYOUT No. 69.



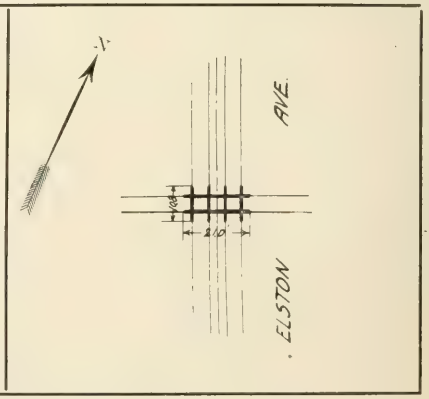
Track Special Work on Elston Ave. and Fleetwood St.
LAYOUT No. 70.



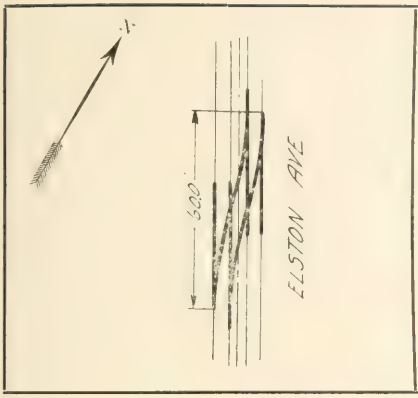
Track Special Work on Elston Ave. and Blackhawk St.
C. & N. W. R. R.
LAYOUT No. 71.



Track Special Work on Elston Ave. 100 ft. north of North Ave.
LAYOUT No. 72.

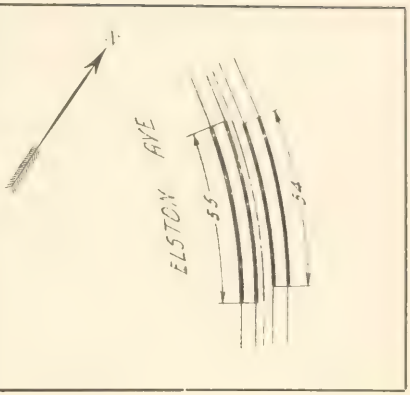


Track Special Work on Elston Ave. and Wabansia Ave.
LAYOUT No. 73.



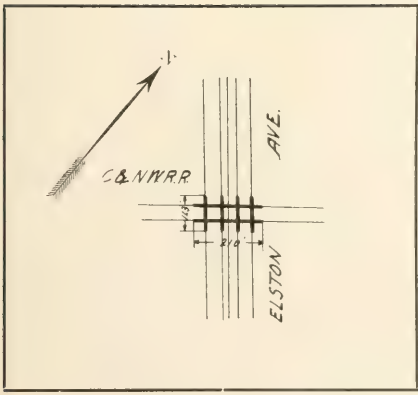
Track Special Work on Elston Ave. 100 ft. north of Clybourn Pl.

LAYOUT No. 74.



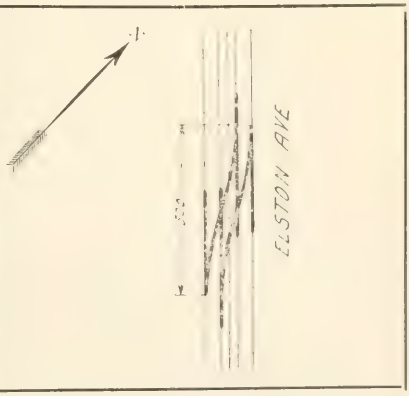
Track Special Work on Elston Ave. at Armitage Ave.

LAYOUT No. 75.



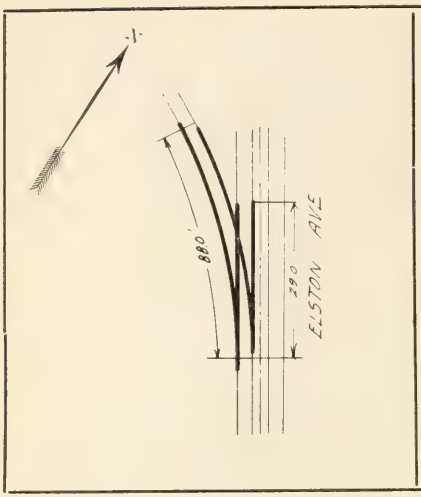
Track Special Work on Elston Ave. and Snow St.

LAYOUT No. 76.



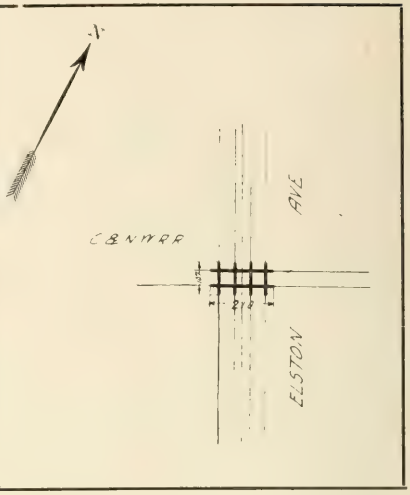
Track Special Work on Elston Ave. 400 ft. north of Snow St.

LAYOUT No. 77.



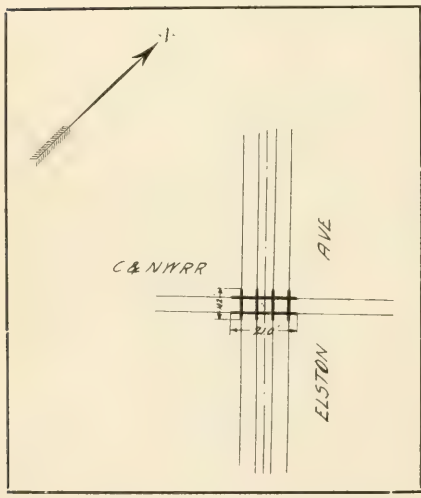
Track Special Work on Elston Ave. north of Snow St.

LAYOUT No. 78.



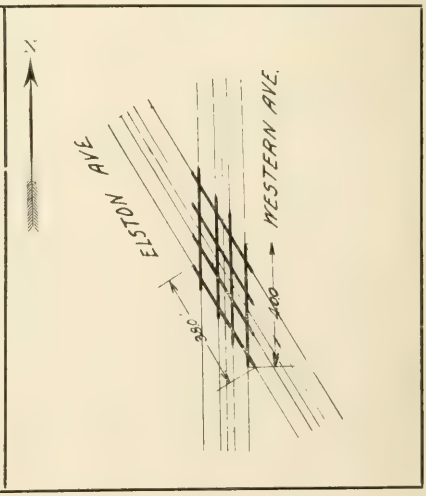
Track Special Work on Elston Ave. north of Snow St.

LAYOUT No. 79.



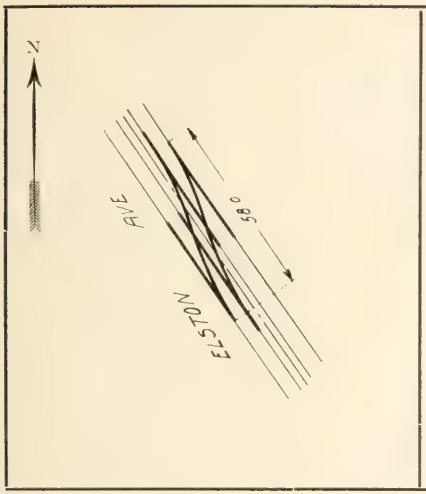
Track Special Work on Elston Ave. north of Snow St. Home Brg. Co.

LAYOUT No. 80.



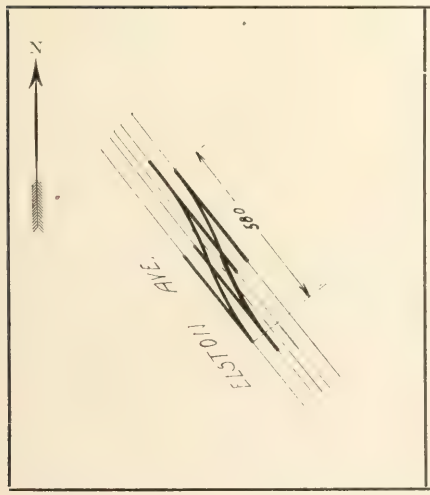
Track Special Work on Elston Av e . and Western Ave.

LAYOUT No. 81.

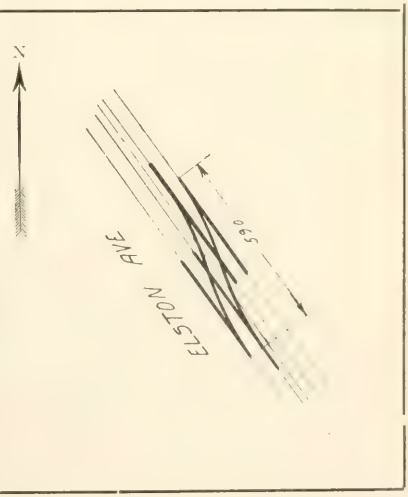


Track Special Work on Elston Ave.
140 ft. north of Belmont Ave.
LAYOUT No. 82.

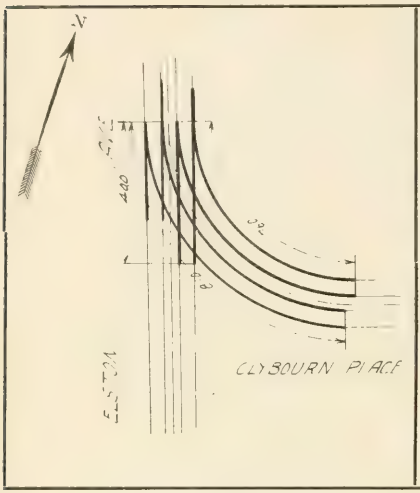
Track Special Work on Elston Ave.
50 ft. south of Addison St.
LAYOUT No. 83.



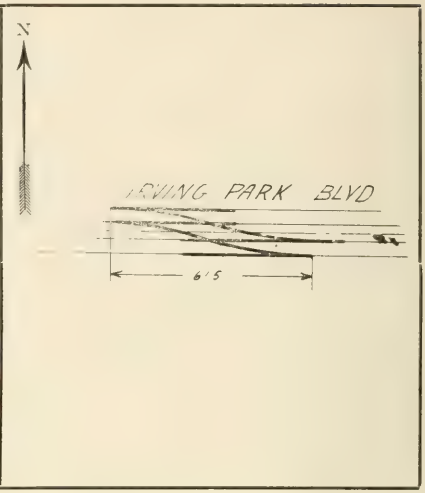
Track Special Work on Elston Ave.
150 ft. Southeast of 40th Ave.
LAYOUT No. 84.



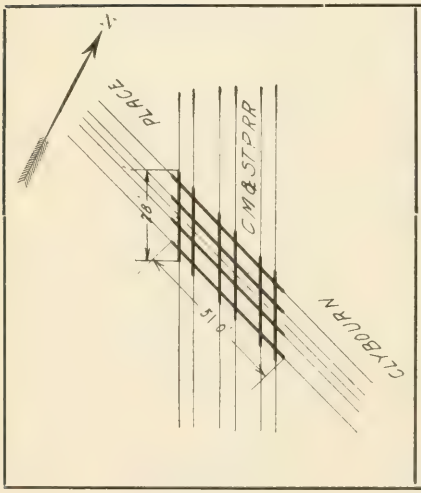
Track Special Work on Elston Ave.
115 ft. south of Montrose Ave.
LAYOUT No. 85.



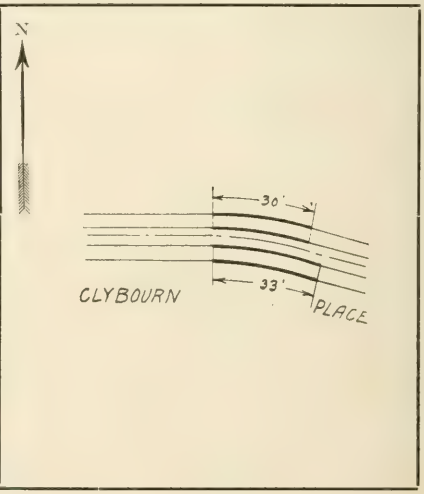
Track Special Work on Elston Ave. and Clybourn Pl.
LAYOUT No. 86.



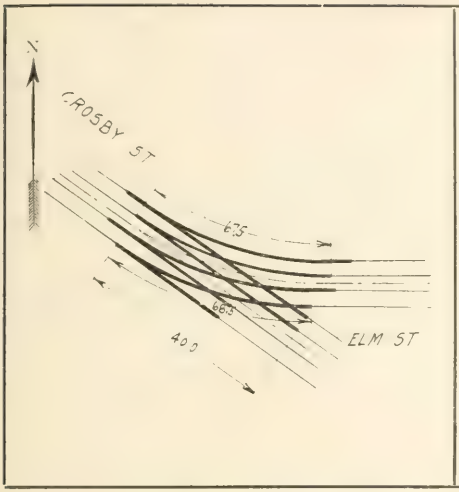
Track Special Work on Irving Pk. Blvd. at 67th Ave.
LAYOUT No. 87.



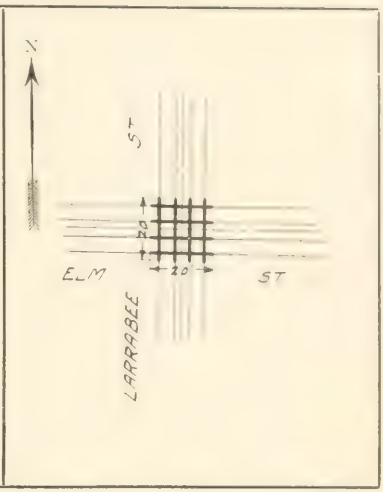
Track Special Work on Clybourn Pl. and C. M. & St. P. R. R.
LAYOUT No. 88.



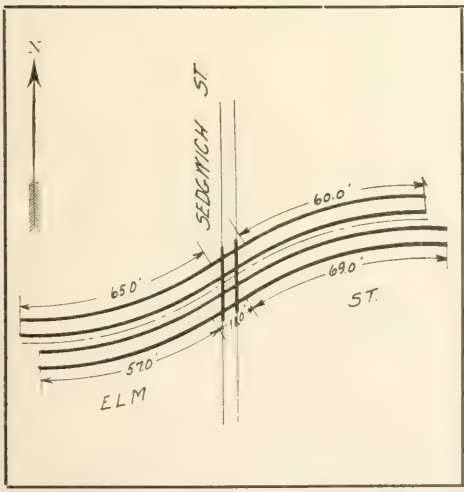
Track Special Work on Clybourn Pl. and East Approach of Bridge
LAYOUT No. 89.



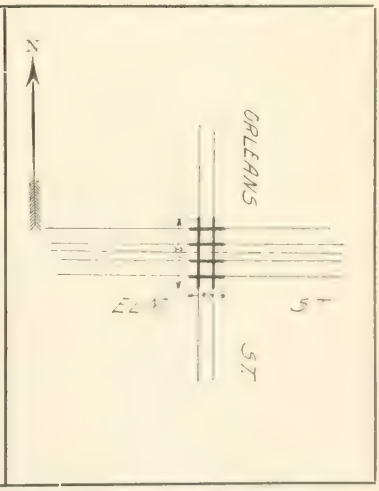
Track Special Work on Crosby St. and Elm St.
LAYOUT No. 90.



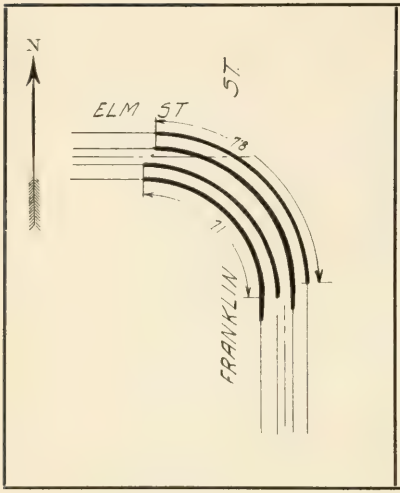
Track Special Work on Elm St. and Larrabee St.
LAYOUT No. 91.



Track Special Work on Elm St. and Sedgwick St.
LAYOUT No. 92.

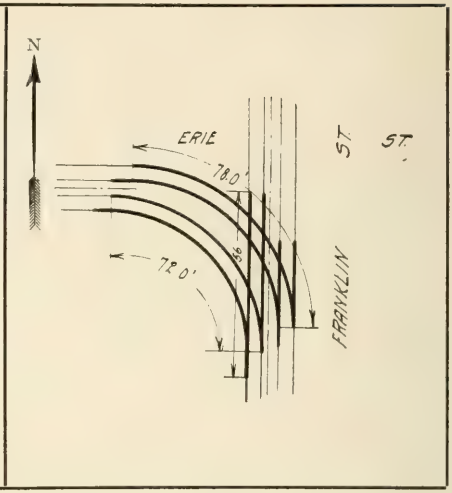


Track Special Work on Elm St. and Orleans St.
LAYOUT No. 93.



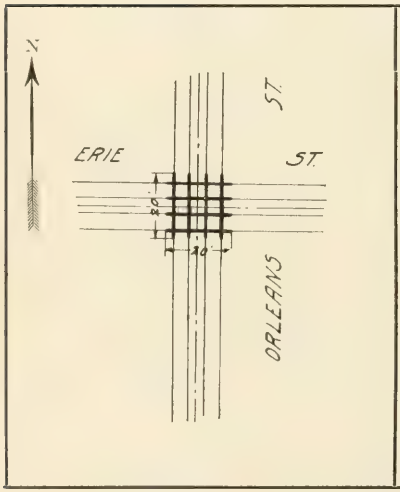
Track Special Work on Elm St. and Franklin St.

LAYOUT No. 94.



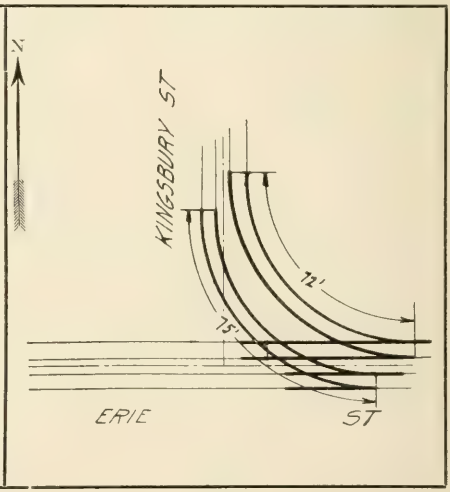
Track Special Work on Franklin St. and Erie St.

LAYOUT No. 95.



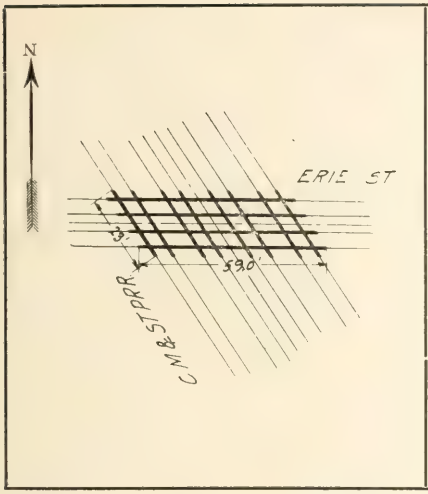
Track Special Work on Erie St. and Orleans St.

LAYOUT No. 96.

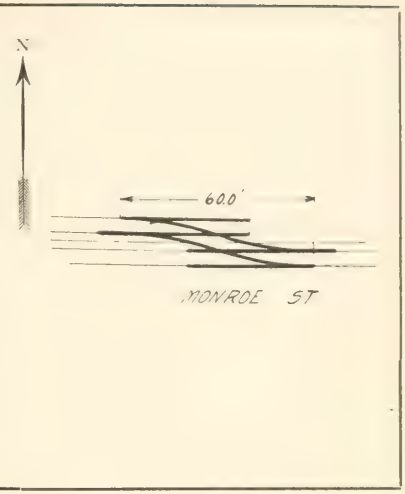


Track Special Work on Erie St. and Kingsbury St.

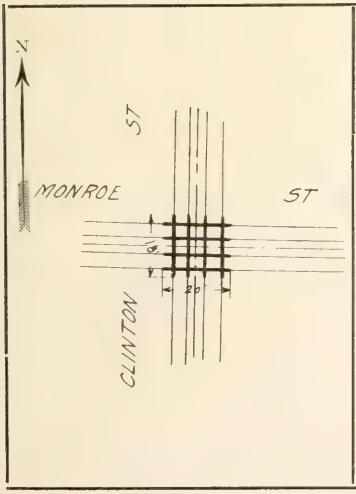
LAYOUT No. 97.



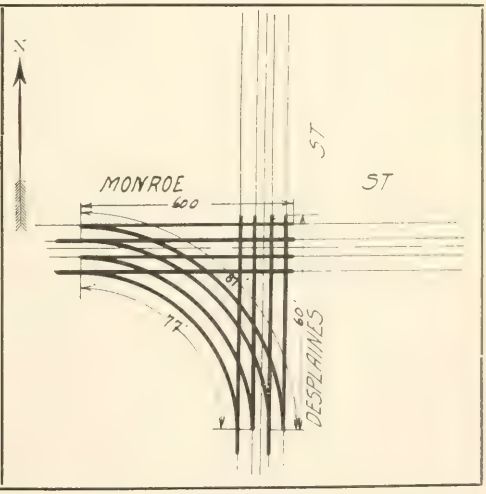
Track Special Work on Erie St. west of C. M. & St. P. Crossing.
LAYOUT No. 98.



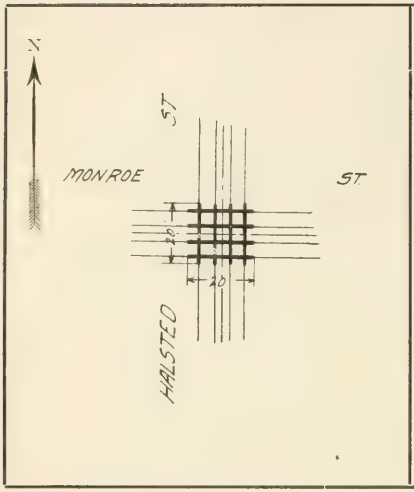
Track Special Work on Monroe St. 100 ft. west of Canal St.
LAYOUT No. 99.



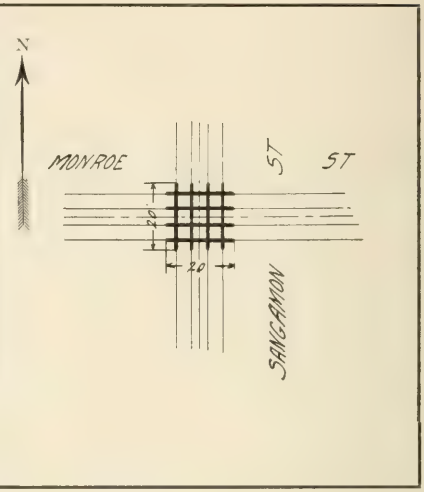
Track Special Work on Monroe St. and Clinton St.
LAYOUT No. 100.



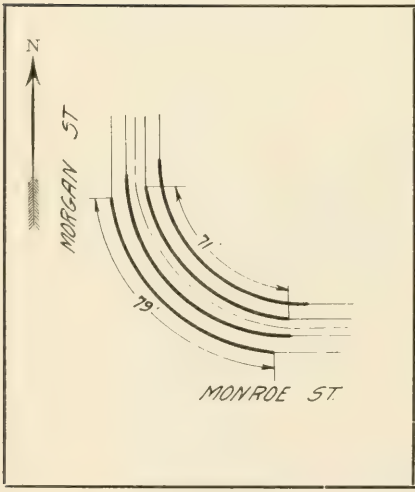
Track Special Work on Monroe St. and Desplaines St.
LAYOUT No. 101.



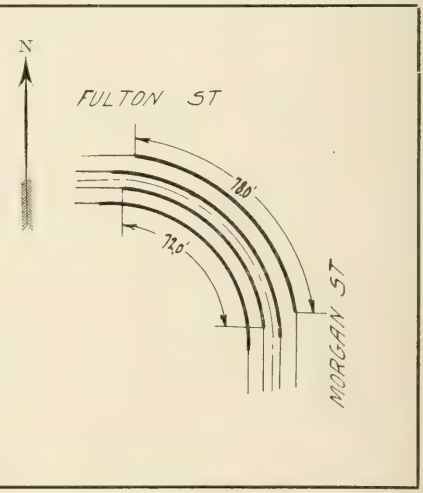
Track Special Work on Monroe St. and Halsted St.
LAYOUT No. 102.



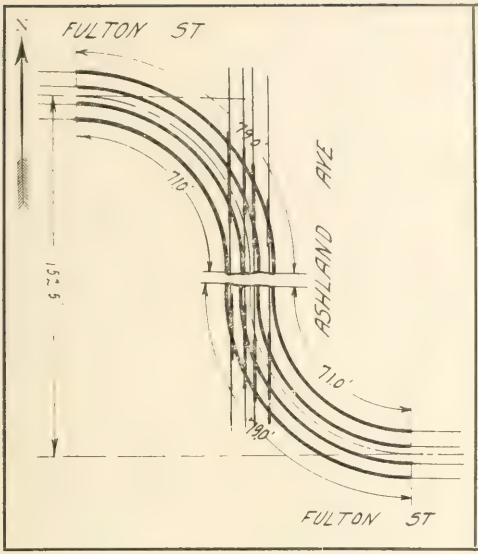
Track Special Work on Monroe St. and Sangamon St.
LAYOUT No. 103.



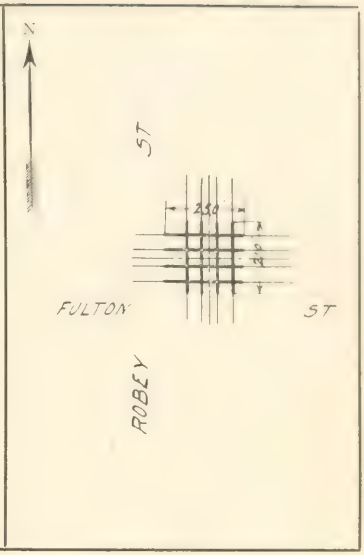
Track Special Work on Monroe St. and Morgan St.
LAYOUT No. 104.



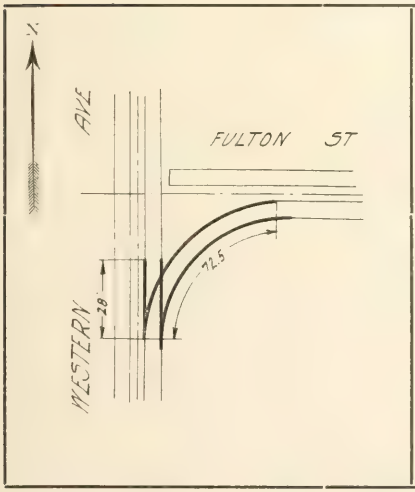
Track Special Work on Morgan St. and Fulton St.
LAYOUT No. 105.



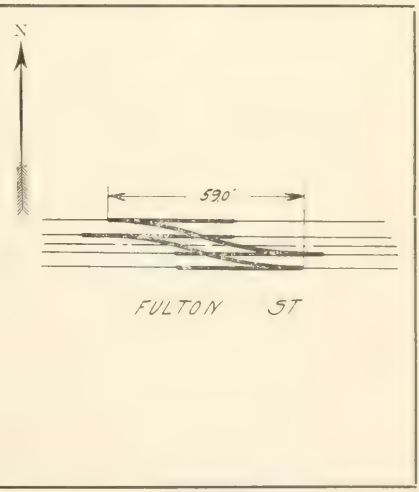
Track Special Work on Fulton St. and Ashland Ave.
LAYOUT No. 106.



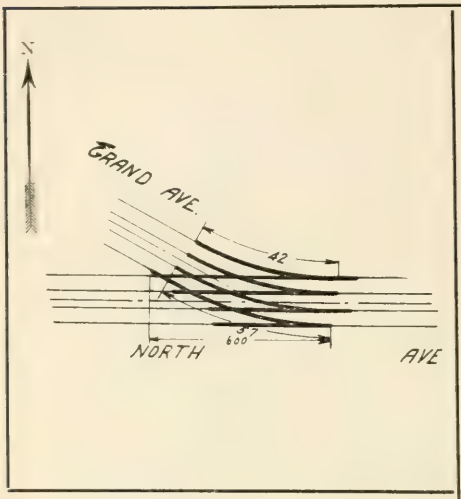
Track Special Work on Fulton St. and Robey St.
LAYOUT No. 107.



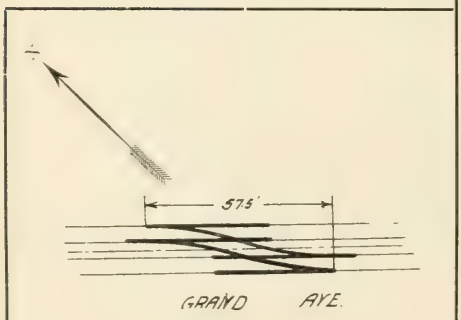
Track Special Work on Fulton St. and Western Ave.
LAYOUT No. 108.



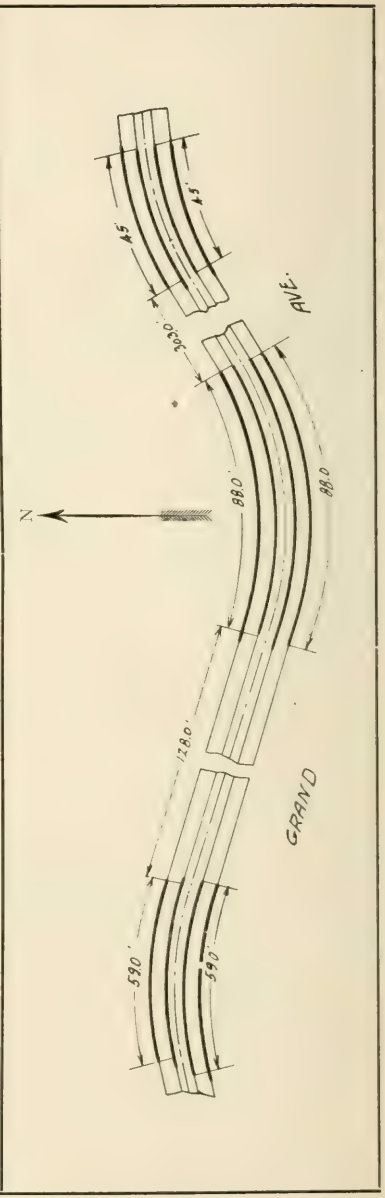
Track Special Work on Fulton St. 100 ft. east of Western Ave.
LAYOUT No. 109.



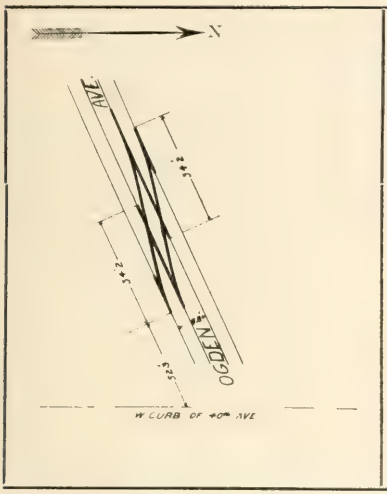
Track Special Work on Grand Ave. and North Ave.
LAYOUT No. 110.



Track Special Work on Grand Ave. near 51st Street.
LAYOUT No. 112.

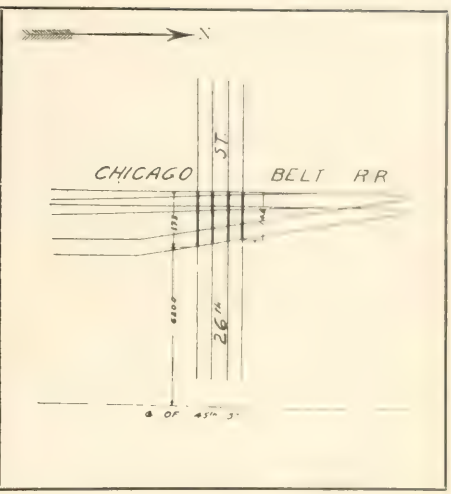


Track Special Work on Grand Ave. and Subway at 50th Ave.
LAYOUT No. 111.



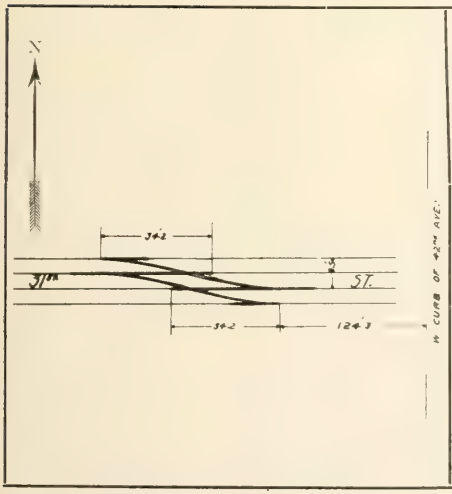
Track Special Work on Ogden Ave. near 40th Ave.

LAYOUT No. 113.



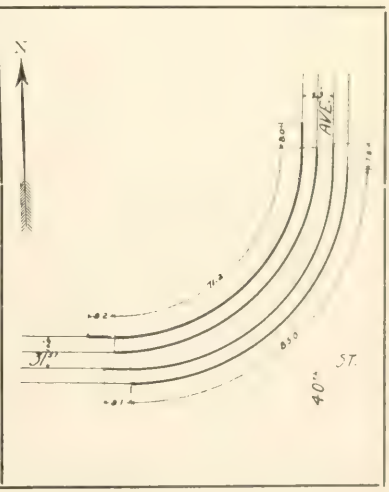
Track Special Work on 26th St. near 45th Ave.

LAYOUT No. 114.



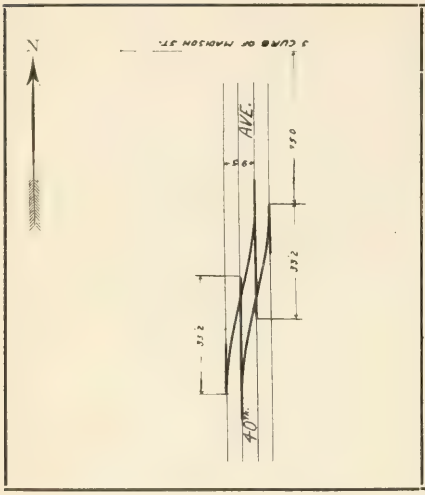
Track Special Work on 31st St. near 42nd Ave.

LAYOUT No. 115.



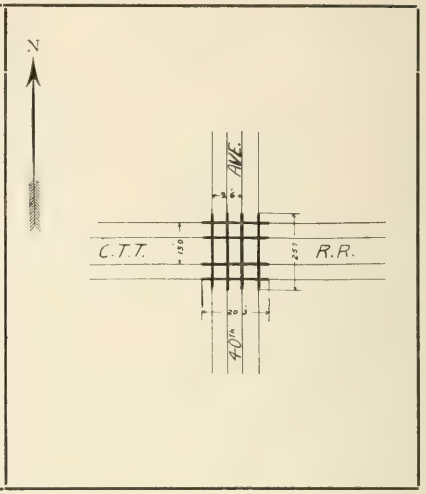
Track Special Work on 31st St. and 40th Ave.

LAYOUT No. 116.



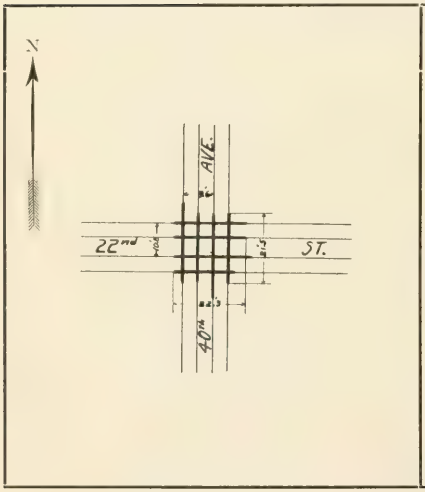
Track Special Work on 40th Ave. near Madison St.

LAYOUT No. 117.



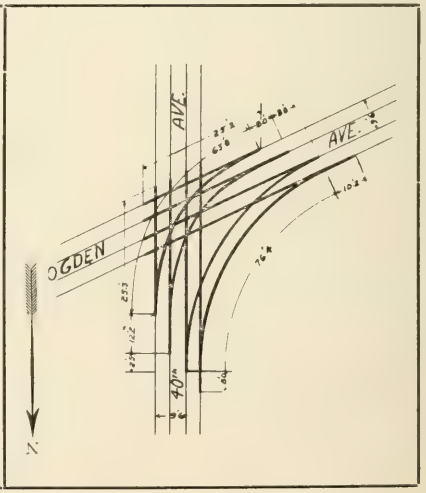
Track Special Work on 40th Ave. and C. T. T. Ry.

LAYOUT No. 118.



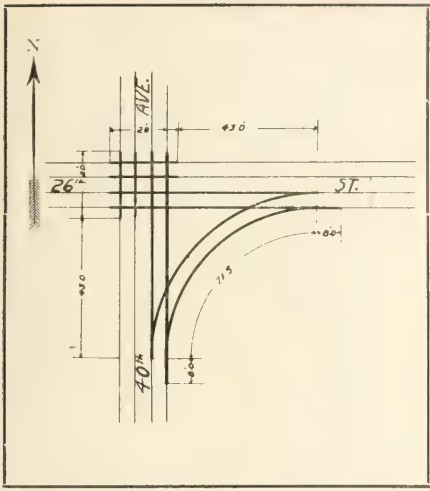
Track Special Work on 22nd St. and 40th Ave.

LAYOUT No. 119.



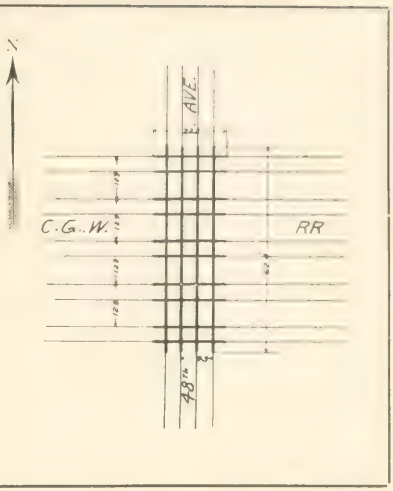
Track Special Work on Ogden Ave. and 40th Ave.

LAYOUT No. 120.



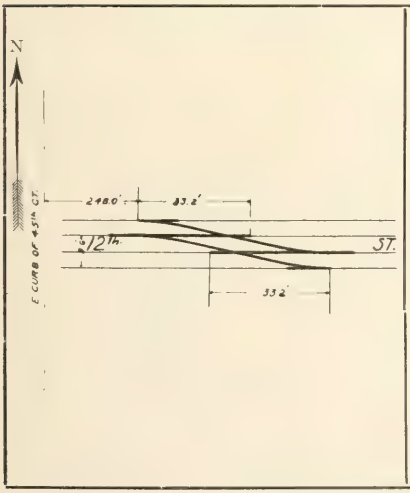
Track Special Work on 26th St. and 40th Ave.

LAYOUT No. 121.



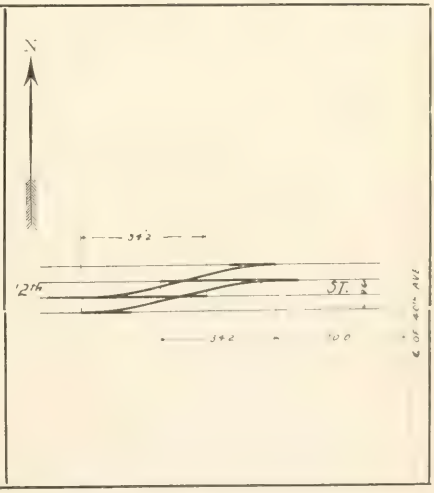
Track Special Work on 48th Ave. and C. G. W. Ry.

LAYOUT No. 122.



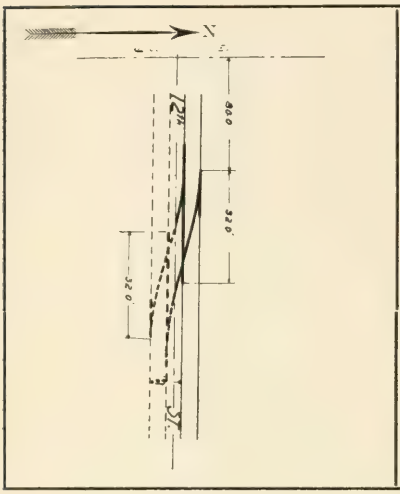
Track Special Work on 12th St. near 46th St.

LAYOUT No. 123.



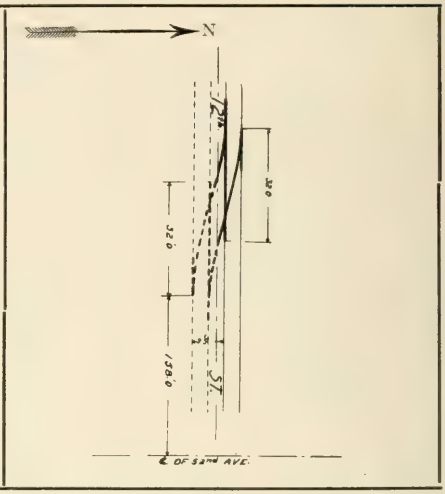
Track Special Work on 12th St. near 40th Ave.

LAYOUT No. 124.



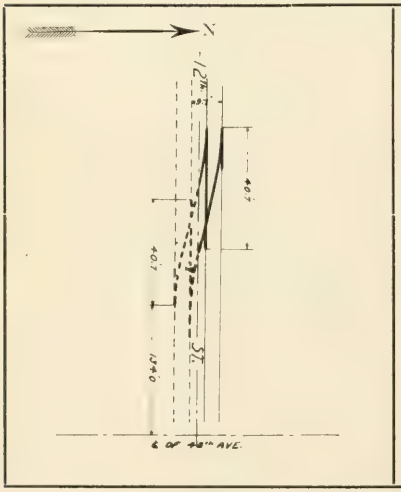
Track Special Work on 12th St. near 56th Ave.

LAYOUT No. 125.



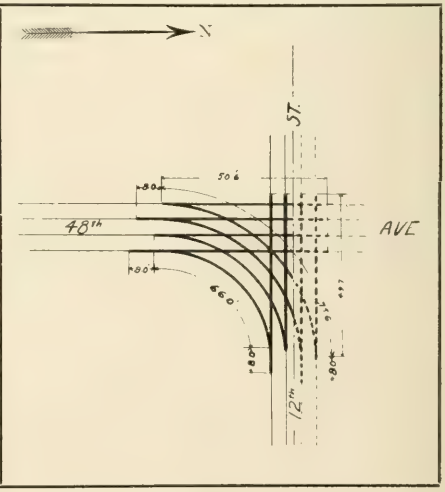
Track Special Work on 12th St. near 52nd Ave.

LAYOUT No. 126.



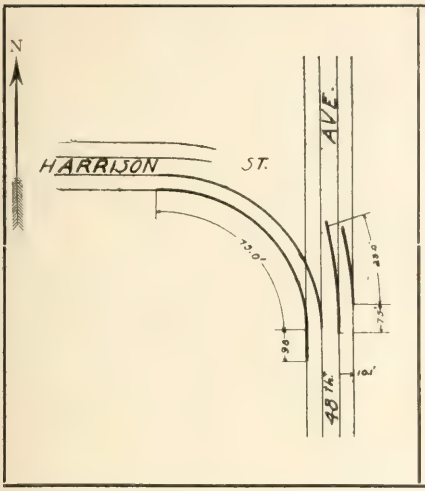
Track Special Work on 12th St. near 48th Ave.

LAYOUT No. 127.



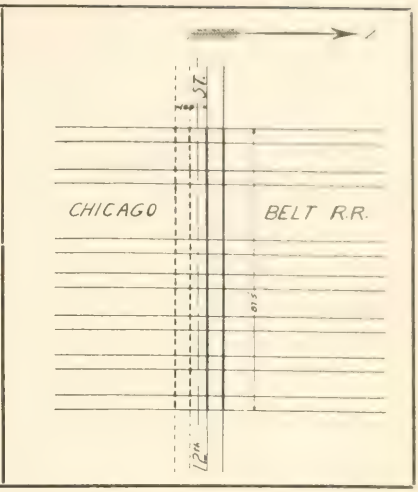
Track Special Work on 12th St. and 48th Ave.

LAYOUT No. 128.



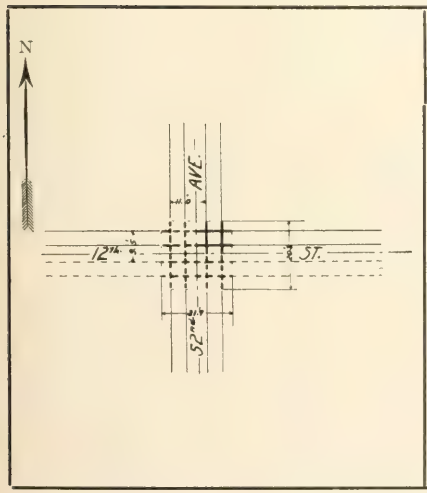
Track Special Work on 48th Ave. and Harrison St.

LAYOUT No. 129.



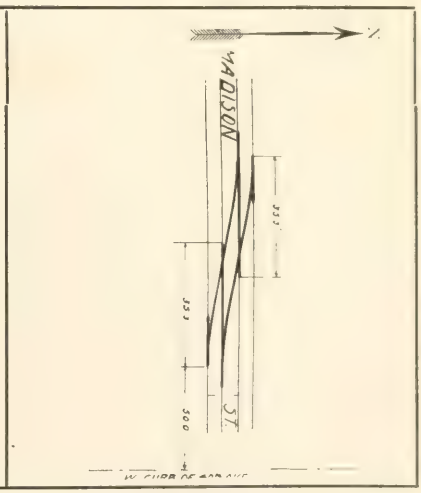
Track Special Work on 12th St. and Chicago Belt Ry.

LAYOUT No. 130.



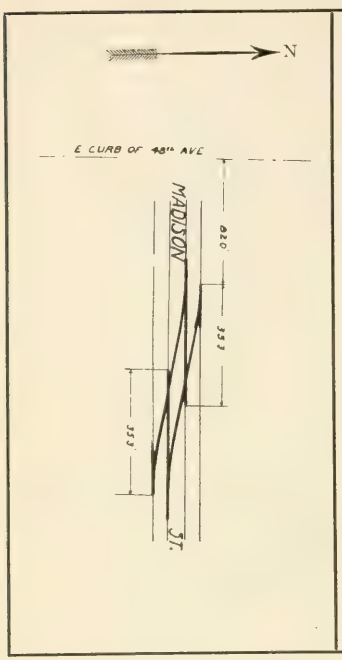
Track Special Work on 12th St. and 52nd Ave.

LAYOUT No. 131.



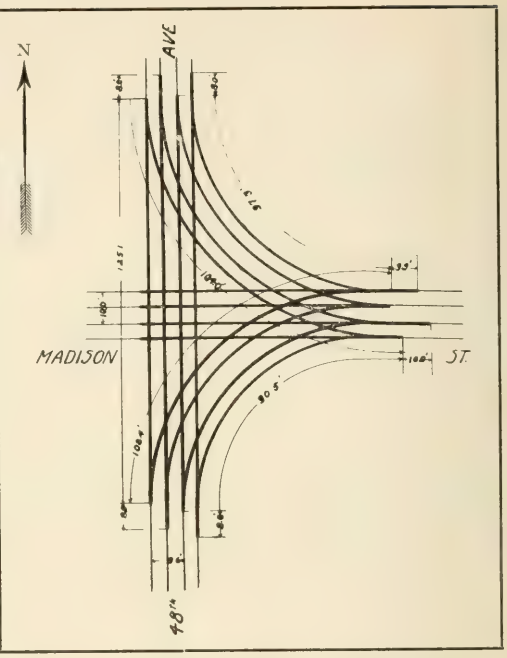
Track Special Work on Madison St. near 40th Ave.

LAYOUT No. 132.



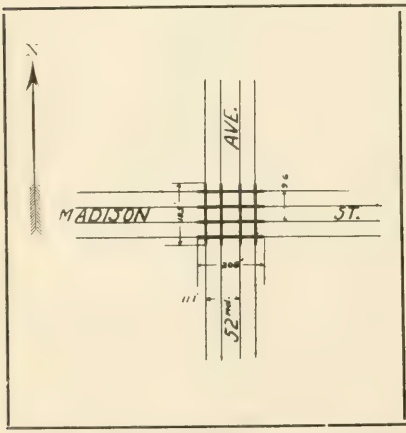
Track Special Work on Madison St. near 48th Ave.

LAYOUT No. 133.



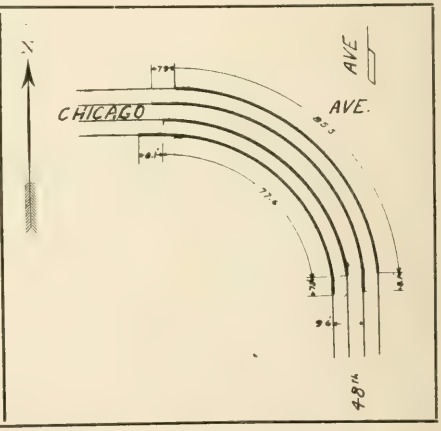
Track Special Work on Madison St. and 48th Ave.

LAYOUT No. 134.



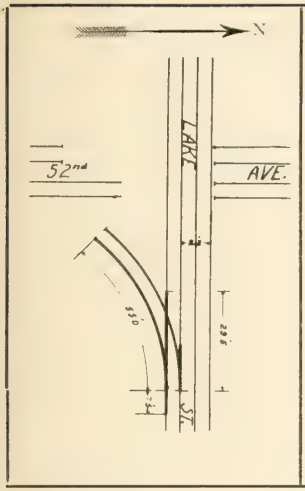
Track Special Work on Madison St. and 52nd Ave.

LAYOUT No. 135.



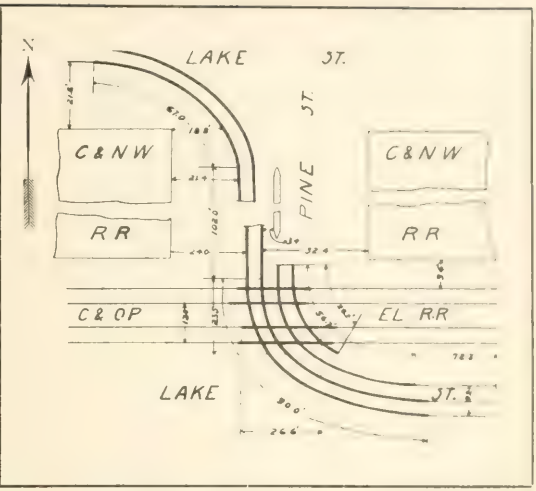
Track Special Work on 48th Ave. and Chicago Ave.

LAYOUT No. 136.



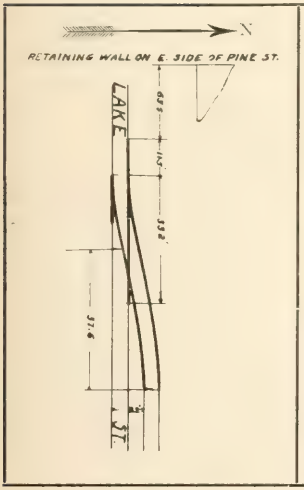
Track Special Work on Lake St. and 52nd Ave.

LAYOUT No. 137.



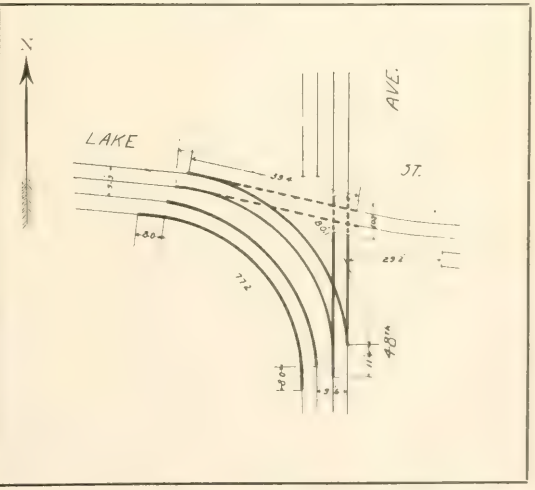
Track Special Work on Lake St. and Pine St.

LAYOUT No. 138.



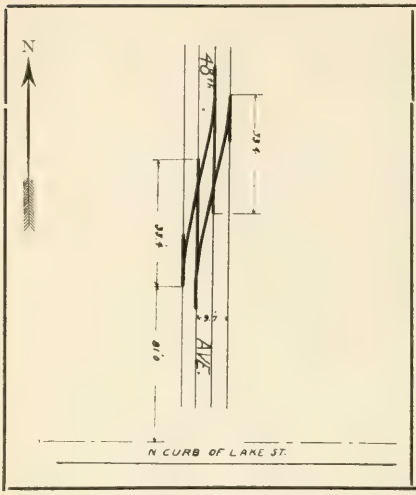
Track Special Work on Lake St. and Pine St.

LAYOUT No. 138-A.



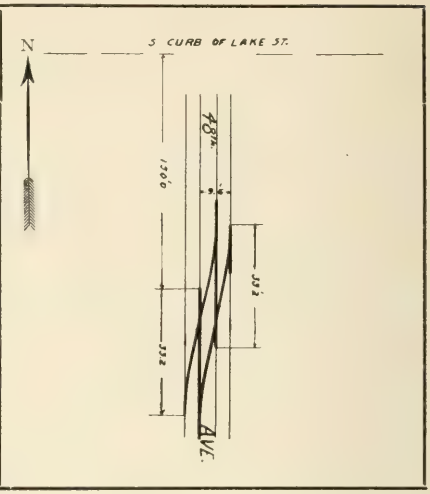
Track Special Work on Lake St. and 48th Ave.

LAYOUT No. 139.



Track Special Work on 48th Ave. north of Lake St.

LAYOUT No. 140.



Track Special Work on 48th Ave. south of Lake St.

LAYOUT No. 141.

SECTION C.

TRACK ON BRIDGES.

SECTION C.

Track on Bridges.

NORTH CHICAGO ELECTRIC RY. CO.

SUMMARY.

	When Built	Class	Ft. of S. T.	Cost New per ft.	Total Cost New
Montrose Ave	1897	Y	340	1.48	$ 503.20
Lawrence Ave. (new) (including trestle approach)	1909	Y	704	1.48	1,041.92
					$1,545.12
Organization, engineering and incidentals, 15%					231.77
Total cost new					$1,776.89
Montrose Ave	$503.20				
Organization, engineering and incidentals, 15%	75.48				
	$578.68				
Depreciation, 50%	289.34				289.34
Total present value					$1,487.55

SECTION C.

Track on Bridges.

CHICAGO & NORTH SHORE ST. RY. CO.

NONE.

SECTION C.

Track on Bridges.

CHICAGO ELECTRIC TRANSIT CO.

SUMMARY.

	When Built	Class	Feet of S. T.	Cost New per ft.	Total Cost New
Irving Park Boul	1896	Y	311	1.48	$ 460.28
Belmont Ave	1894	Y	399	1.48	590.52
Western Ave	1895	X	397	1.45	575.65
40th Ave	1897	Z	120	1.48	177.60
Add for bridge guides					25.00
					$ 202.60
					$1,829.05
Organization, engineering and incidentals, 15%					274.36
Total cost new					$2,103.41
Average depreciation, 33-1 /3%					701.14
Total present value					$1,402.27

SECTION C.

Track on Bridges.

NORTH SIDE ELECTRIC STREET RY. CO.

SUMMARY.

	When Built	Class	Ft. of S. Track	Cost New per ft.	Total Cost New
Clybourn Place	1895	Z	242	$1.48	$ 358.16
Add for bridge guides					25.00
					$ 383.16
Organization, engineering and incidentals, 15%					57.47
Total cost new					$ 440.63
Depreciation, 20%					88.13
Total present value					$ 352.50

SECTION C.

Track on Bridges.

CHICAGO & JEFFERSON URBAN TRANSIT CO.

NONE.

SECTION C.

Track on Bridges.

OGDEN STREET RAILWAY CO.

NONE.

SECTION C.

Track on Bridges.

CICERO & PROVISO STREET RAILWAY CO.

SUMMARY.

NONE.

Estimate of Cost to Produce One Foot of Single Track on Bridges.

UNIT COST ESTIMATE.

CLASS X.

Bolted to Floor Beams.

Rail, 6 in., 78 lb. Girder	per ft.	.96
Bolts	" "	.08
Joints (complete)	" "	.08
Tie-rods	" "	.03
Labor	" "	.30
Total cost		1.45

CLASS Y.

Spiked to Bridge Floor.

Rail, 7-3 /16 in., 85 lb. Girder	per ft.	1.05
Joints (complete)	" "	.08
Spikes	" "	.02
Tie-rods	" "	.03
Labor	" "	.30
Total cost		1.48

CLASS Z.

Same as Class Y, except Bridge Guides at $25.00 per set of eight.

SECTION D.

TANGENT TRACK IN CAR HOUSES AND YARDS.

SECTION D.

Tangent Track in Car Houses and Yards.

North Chicago Electric Ry. Co.

Belle Plaine House.

SUMMARY.

	Unit	Quantity.	Unit Cost.	Total Cost.
Rail, 85-lb., 7 3/16 in., L-346 68 lin. ft	Ton	86	$41.00	$ 35.26
Rail, 30-lb. flat rail, 2,344 lin. ft	"	10.46	30.00	313.80
Joints, 16-lb. fish plates, 74	"	.53	42.00	22.26
Ties	Each	15	.70	10.50
Spikes	Keg	4	4.00	16.00
Labor, at 10c. per track ft	Per ft.	1,206	.10	120.60
Excavation (in street)	Cu. Yds.	12	.50	6.00

No Ballast.
All flat rail is on pits.

	$524.42
Organization, engineering and incidentals, 15%	78.66
Total cost, new	$603.08
Present value scrap, 11.85 tons at $11.00	$130.35

SECTION D.

Tangent Track in Car Houses and Yards.

Chicago & North Shore St. Ry. Co.

EDGEWATER HOUSE.

	Unit.	Quantity.	Unit Cost.	Total Cost.
Rail, 7 3/16 in., 85-lb Johnson, 35.5 ft	Ton	.45	$41.00	$ 18.45
40-lb. Tee (in barn), 2,499 ft	"	14.88	29.00	431.52
Ties	Each	407	.70	284.90
Tie Rods	"	50	.21	10.50
Spikes	Keg	5	4.00	20.00
Joints (complete), 19-in., 4-hole, 16-lb	Each	166	.35	58.10
Labor	Ft.	1,267	.10	126.70
				$ 950.17
Organization, engineering and incidentals, 15%				$ 142.50
Total cost, new				$1,092.69
Depreciation, 45%				491.71
Present value				$ 600.98

Ballast, Tie Plates — None.

Excavation included in building exhibit.

SECTION D.

Tangent Track in Car Houses and Yards.

Chicago Electric Transit Co.

SUMMARY.

	Cost, New.	Present Value.
Elston Ave. house	$4,462.56	$1,115.64
California Ave. yard	1,351.65	337.91
	$5,814.21	$1,453.55

ELSTON AVE. HOUSE.

		Unit.	Quantity.	Unit Cost.	Total Cost.
Rail, 96-lb., L-206,	711 lin. ft.	Ton	10.15	$41.00	$ 416.15
85-lb. Girder,	1,560 lin. ft.	"	16.25	41.00	666.25
45-lb. Tee,	5,054 lin. ft.	"	33.85	29.00	981.65
35-lb. Tee,	1,090 lin. ft.	"	5.67	29.00	164.43
30-lb. Tee,	311 lin. ft.	"	1.39	29.00	40.31
	8,726				
Ties		Each	1,300	.70	910.00
Tie plates, braced		"	180	.18	32.40
Spikes		Keg	12	4.00	48.00
Joints, complete		Ton	3	42.00	126.00
Excavation (in yard)		cu.yd.	118	.50	59.00
Labor, at 10c. per track ft		Ft.	4,363	.10	436.30
					$3,880.49
Organization, engineering and incidentals, 15%					582.07
Total cost, new					$4,462.56
Depreciation, 75%					3,346.92
Total present value					$1,115.64

No tie-rods,
No ballast.
Excavation inside house in Building Exhibit.

SECTION D.

Tangent Track in Car Houses and Yards.

Chicago Electric Transit Co.

CALIFORNIA AVE. YARD.

Rail, 85-lb. Girder, 105.5 lin. ft.	Ton	1.34	$41.00	$ 54.94
78-lb. Girder, 441.1 lin. ft.	"	6.31	41.00	258.71
60-lb. Girder, 483.7 lin. ft.	"	4.31	41.00	176.71
35-lb. Tee, 167.0 lin. ft.	"	.87	29.00	25.23
30-lb. Tee, 195.7 lin. ft.	"	.87	29.00	25.23
1,396.0 lin. ft.				
Ties	Each	714	$ .70	$ 499.80
Tie-rods	"	75	.21	15.75
Joints:				
16-lb. fish-plates, 17, 272 lbs.				
60-lb. fish-plates, 25, 1,500 lbs.				
1,772 lbs.	Ton	.79	42.00	33.18
Spikes	Keg	4	4.00	16.00
Labor, at 10c. per track ft.	Ft.	698	.10	69.80
				$1,175.35
Organization, engineering and incidentals, 15%				176.30
Total cost, new				$1,351.65
Depreciation, 75%				1,013.74
Total present value				$ 337.91

No tie-plates,
No excavation,
No ballast.

SECTION D.

Tangent Track in Car Houses and Yards.

North Side Electric Street Ry. Co.

NONE.

SECTION D.

Tangent Track in Car Houses and Yards.

Chicago & Jefferson Urban Transit Co.

NONE.

SECTION D.

Tangent Track in Car Houses and Yards.

Ogden Street Railway Co.

NONE.

SECTION D.

Tangent Track in Car Houses and Yards.

Cicero & Proviso Street Railway Company.

MADISON STREET HOUSE

			Unit	Quantity	Unit Cost	Total Cost
Rail 85 lb. J.	550.2	lin.ft.	Ton	7.79	$41.00	$ 319.39
Rail 70 lb Girder	1,173.4	"	"	13.69	41.00	561.29
Rail 60 lb. strap	879.4	"	"	8.79	25.00	219.75
Rail 30 lb. Tee	762.8	"	"	3.81	29.00	110.49
	3,365.8					
Ties			Each	44	.70	30.80
Tie plates			"	44	.18	7.92
Spikes			Keg	1	4.00	4.00
Joints, complete			Ton	1.56	42.00	65.50
Excavation. None.						
Labor at 10 cts. per track ft.				1,683	.10	168.30
Tie rods			Each	218	.09	19.62
						$1,507.06
Organization, engineering and incidentals, 15%						226.06
						$1,733.12
Depreciation 75%						1,299.84
Total present value						$ 433.28

SECTION E.

SPECIAL WORK IN CAR HOUSES AND YARDS.

SECTION E.

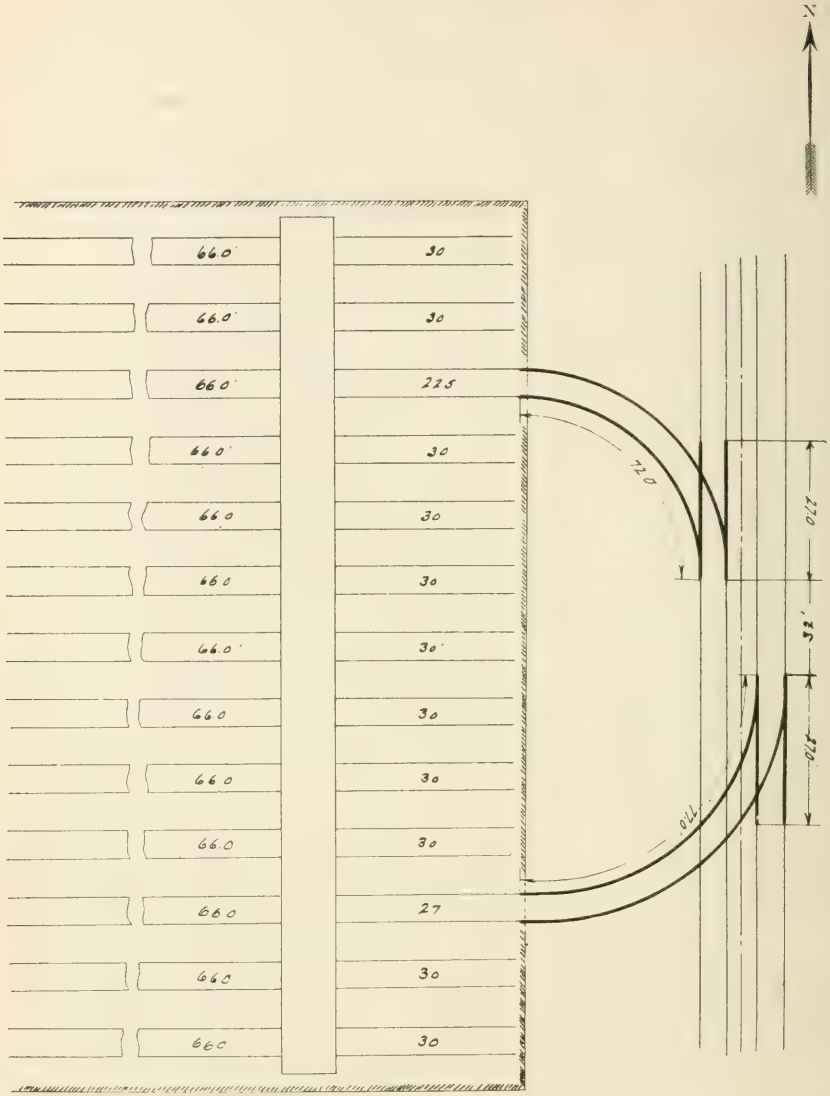
Track Special Work in Car Houses and Yards.

North Chicago Electric Railway Co.

BELLE PLAINE HOUSE.

SUMMARY

	Unit	Quantity	Unit Cost	Total Cost
Rail 6 in. 92 lb. L-220 (curved guard rail) 200 lin. ft	Ton	2.74	$ 60.00	$ 164.40
Bending rail	Lin.ft.	200	.75	150.00
Joints, 35 at 60 lbs	Ton	.94	42.00	39.48
Ties, Oak switch ties	B.M.	2,950	30.00	88.50
Tie plates, flat	Each	40	.09	3.60
Spikes	Keg	2	4.00	8.00
Switches and mates (complete)	Each	2	125.00	250.00
Frogs, jump	"	6		
Excavation	Cu.yds.	96	.50	48.00
No Ballast				
Labor				250.00
				$1,001.98
Organization, engineering and incidentals, 15%				150.30
Total cost new				$1,152.28
Depreciation, 75%				864.21
Total present value				$ 288.07



Track Special Work at Belle
Plaine Car Barns.
LAYOUT No. 116.

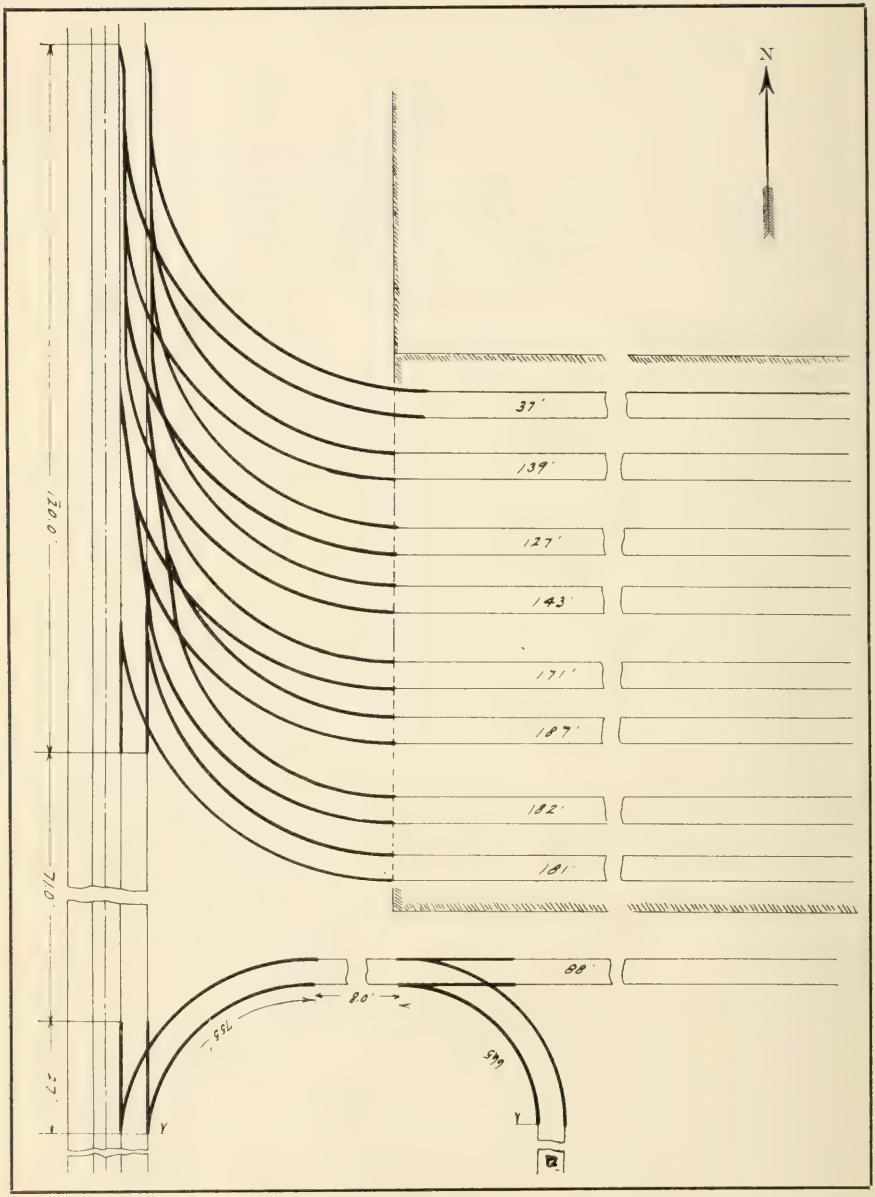
SECTION E.

Track Special Work in Car Houses and Yards.

Chicago & North Shore St. Ry. Co.

EDGEWATER HOUSE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 6 in. 92 lb. L-220 (curved guard rail)				
990 ft. (lin. ft.)	Ton	13.55	$ 60.00	$ 813.00
7 in. 96 lbs. L-357(curved)				
210 ft. (lin. ft.)	"	3	60.00	180.00
7 3 /16 in. 85 lb. Johnson				
280 ft. (lin. ft.)	"	3.54	41.00	145.14
1480 ft.				
Bending rail	Lin.ft.	1,480	.75	1,110.00
Joints, 60 lbs. (complete)161	Ton	4.31	42.00	181.02
Ties, oak switch ties	B.M.	4,800	30.00	144.00
Cross ties, 6 in.x 8 in.x 8 ft.	Each	213	.70	149.10
Tie plates:				
Flat	"	130	.09	11.70
Braced	"	400	.18	72.00
Spikes	Keg	6	4.00	24.00
Excavation	Cu. yds.	300	.50	150.00
Switches and mates (complete)	Each	10	125.00	1,250.00
Frogs				
Built up	"	10	45.00	450.00
Jump	"	6		
No ballast				
Labor				500.00
				$5,179.96
Organization, engineering and incidentals, 15%				776.99
Total cost				$5,956.95
Depreciation 45%				2,680.63
Present value				$3,276.32



Track Special Work at Edgewater
Car Barns.
LAYOUT No. 115.

SECTION E.

Special Work in Car Houses and Yards.

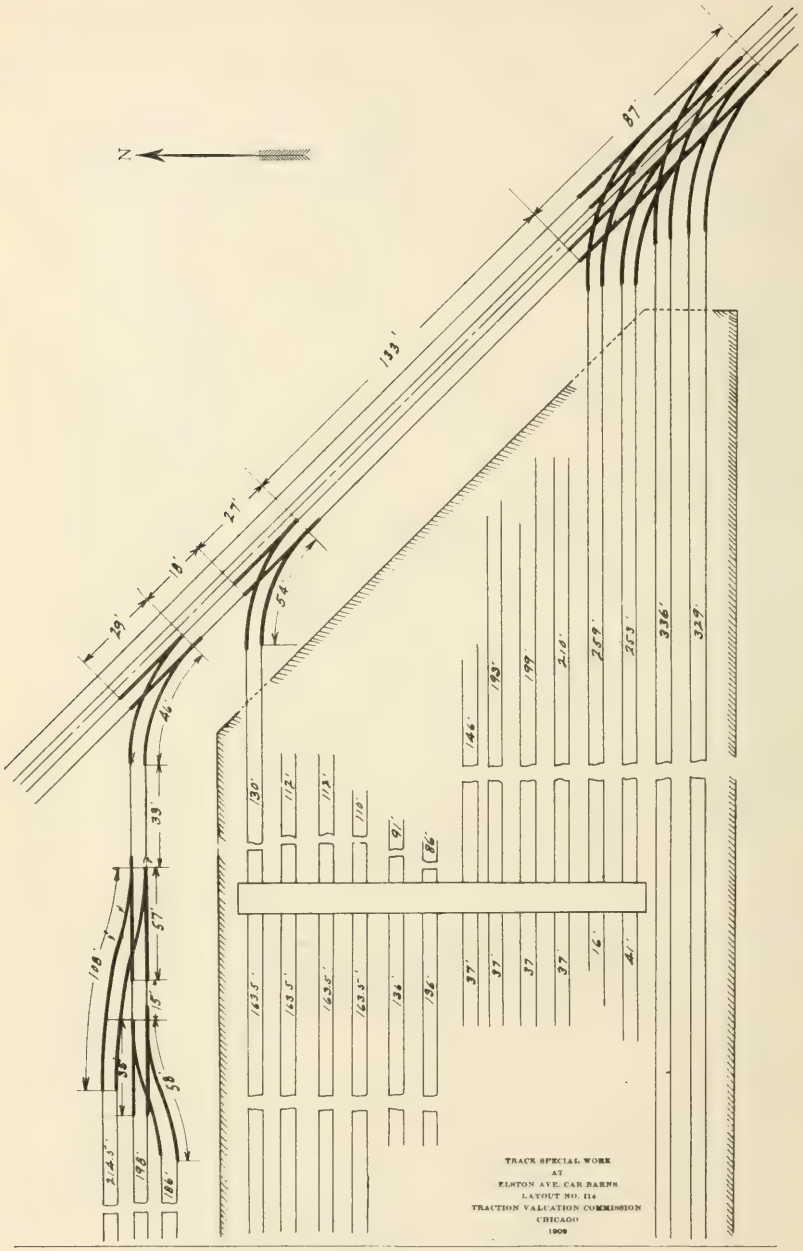
Chicago Electric Transit Co.

SUMMARY.

	Cost New	Present Value
Elston Avenue House	$4,603.31	$1,150.83
California Avenue Yard	4,483.37	1,120.84
Total	$9,086.68	$2,271.67

ELSTON AVENUE HOUSE.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 85 lbs. Girder (curved), 258 lin. ft.	Ton	3.26	$ 41.00	$ 133.66
Rail, 92 lbs. Guard (curved), 390 lin. ft.	"	5.34	60.00	320.40
Bending rail	Lin. ft.	648	.75	486.00
Switches and Mates	Each	8	125.00	1,000.00
Frogs	"	19	45.00	855.00
Ties—Oak Switch Ties	B.M.	7,200	30.00	216.00
Tie-plates, flat	Each	700	.09	63.00
Tie-rods	"	100	.21	21.00
Spikes	Keg	7	4.00	28.00
Joints—complete, 120 at 60 lbs.	Ton	3.21	42.00	134.82
Excavation	Cu.yds.	290	.50	145.00
Labor				600.00
Total				$4,002.88
Organization, engineering and incidentals, 15%				600.43
Total cost, new				$4,603.31
Depreciation, 75%				3,452.48
Total present value				$1,150.83



Track Special Work at Elston Ave.
Car Barns.
LAYOUT No. 114.

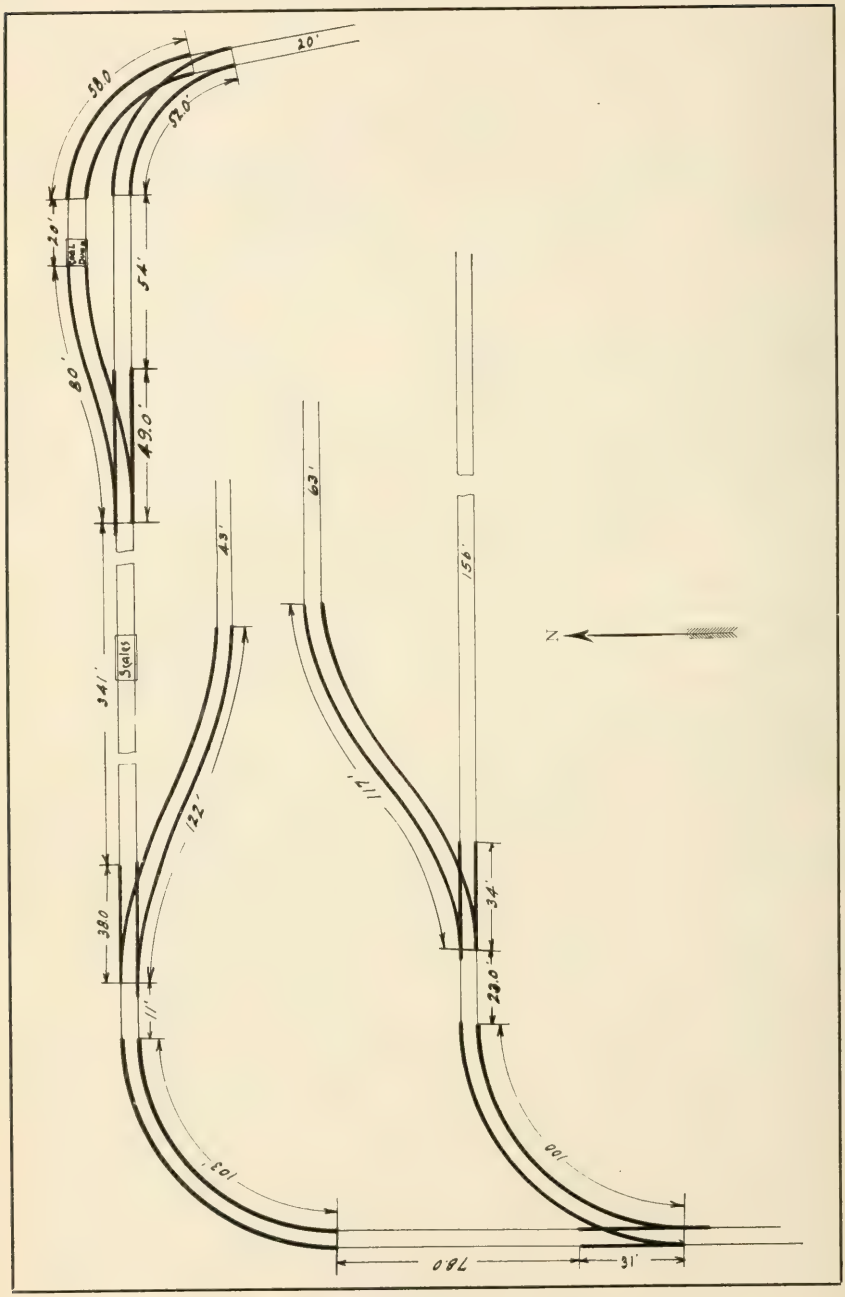
SECTION E.

Special Work in Car Houses and Yards.

Chicago Electric Transit Co.

CALIFORNIA AVE. YARD.

	Unit	Quantity	Unit Cost	Total Cost
Rail, 85 lbs. Girder 227.6 lin. ft..	Ton	2.88	$ 41.00	$ 118.08
92 lbs. L-220 122.7 lin. ft..	Ton	1.68	60.00	100.80
97 lbs. L-267 145.4 lin. ft..	Ton	2.10	60.00	126.00
78 lbs. Girder 231.0 lin. ft.	Ton	2.68	41.00	109.88
60 lbs. Girder 198.9 lin. ft..	Ton	1.78	41.00	72.98
35 lbs. Tee 660.8 lin. ft..	Ton	3.44	29.00	99.76
30 lbs. Tee 223.0 lin. ft..	Ton	1.00	29.00	29.00
1,909.4 lin. ft..				
Bending rail	Lin.ft.	1,909.4	.75	1,432.05
Ties	B.M.	6,000	30.00	180.00
Tie-plates	Each	82	.18	14.76
Tie-rods	Each	125	.21	26.25
Joints: lbs.				
16 lbs. Fish-plates 33 = 528				
60 lbs. Fish-plates 40 = 2,400				
2,928	Ton	1.31	42.00	55.02
Spikes	Keg	6	4.00	24.00
Switches and Mates	Each	5	125.00	625.00
Frogs—Built up	Each	3	45.00	135.00
Jump	Each	2	.....	.....
Labor				750.00
No excavation or ballast.				
Total				$3,898.58
Organization, engineering and incidentals, 15%				584.79
Total cost new				4,483.37
Depreciation, 75%				3,362.53
Total present value				$1,120.84



Track Special Work at California Ave. Power House.

LAYOUT No. 113.

SECTION E.

Special Work in Car Houses and Yards.

NORTH SIDE ELECTRIC STREET RY. CO.

NONE.

SECTION E.

Special Work in Car Houses and Yards.

CHICAGO & JEFFERSON URBAN TRANSIT CO.

NONE.

SECTION E.

Special Work in Car Houses and Yards.

OGDEN STREET RAILWAY COMPANY.

NONE.

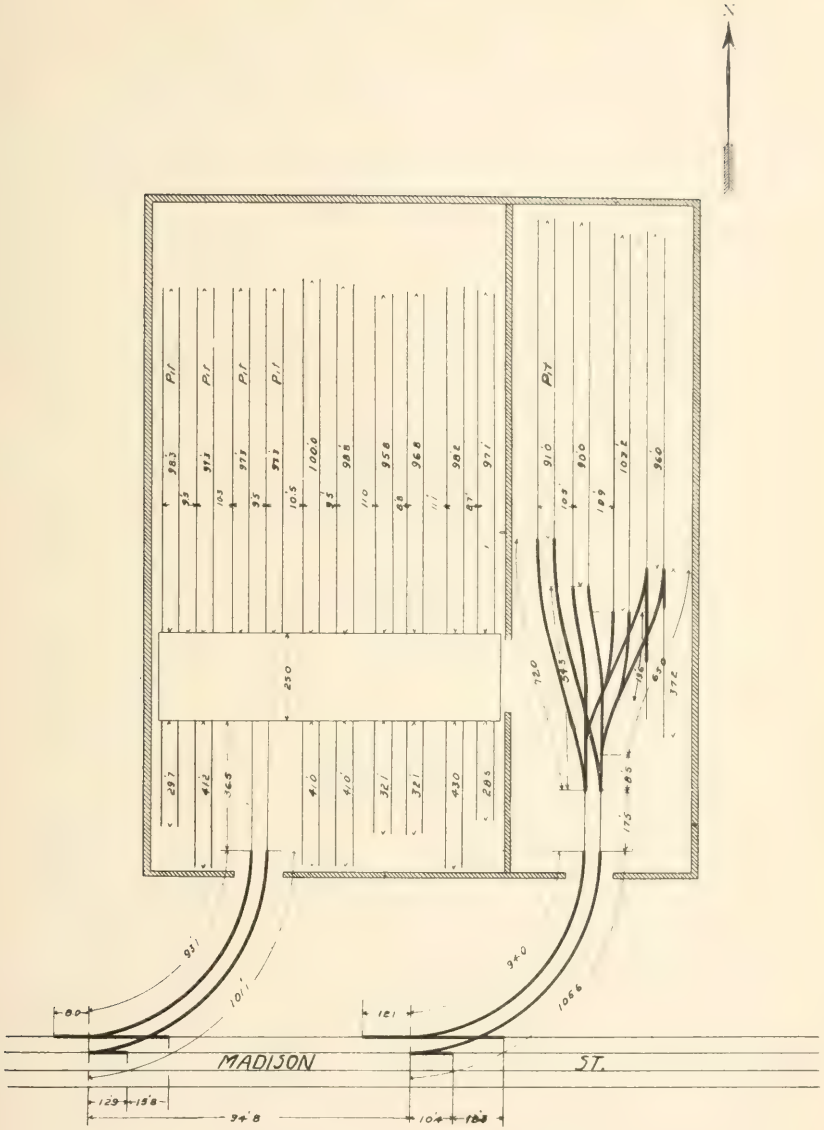
SECTION E.

Special Work in Car Houses and Yards.

Cicero & Proviso Street Railway Company.

MADISON STREET HOUSE.

		Unit	Quantity	Unit Cost	Total Cost
Rail, 108 lb. Guard	155 lin. ft..	Ton	2.785	$ 60.00	$ 167.10
85 lb. Girder	79 lin. ft..	"	1.119	41.00	45.88
75 lb. Girder	79 lin. ft..	"	.989	41.00	40.55
30 lb. Tee	198 lin. ft..	"	.990	29.00	28.71
	511 lin. ft.				
Bending rails		Ft.	511	.75	383.25
Switches and Mates		Each	6	125.00	750.00
Frogs		Each	7	45.00	315.00
Ties—Oak switch		B.M.	4,632	30.00	138.96
Tie-plates—flat		Each	193	.09	17.37
Tie-rods		"	37	.21	7.77
Spikes		Keg	4	4.00	16.00
Joints complete, 58 at 60 lbs		Ton	1.74	42.00	73.08
Excavation		Cu.yds.	51	.50	25.50
Labor					450.00
					$2,459.17
Organization, engineering, incidentals, etc., 15%					368.88
Total cost, new					$2,828.05
Depreciation, 75%					2,121.04
Total present value					$ 707.01



Track Special Work in Car Houses
and Yards.
Madison St. House

EXHIBIT II.

ELECTRICAL POWER DISTRIBUTION.

EXHIBIT II.
ELECTRIC POWER DISTRIBUTION SYSTEM.
Summary by Company.

	COMPANY NUMBER I	II	III	IV	V	VI	VII	Total.
			COST NEW					
Section A. Overhead Trolley Construction	$ 76,737.73	$ 19,077.55	$ 61,570.62	$11,538.67	$ 21,687.57	$ 21,419.03	$ 16,680.01	$ 228,711.18
Section B. Feeder System		105,698.85	389,939.73				53,223.00	548,861.58
Section C. Track Bonding	23,546.38	3,990.68	16,785.56	4,001.60	5,316.04	6,199.01	7,635.61	67,474.88
Section D. Conduit System			10,918.56					10,918.56
Total	$ 100,284.11	$ 128,767.08	$ 479,214.47	$ 15,540.27	$ 27,003.61	$ 27,618.04	$ 77,538.62	$ 855,966.20
			*PRESENT VALUE.					
Section A. Overhead Trolley Construction	$ 58,309.53	$ 12,496.69	$ 42,392.43	$ 7,147.21	$ 15,830.32	$ 14,332.60	$ 9,960.08	$ 160,468.86
Section B. Feeder System		95,036.24	349,426.51				48,347.10	492,809.85
Section C. Track Bonding	13,008.32	936.02	7,587.80	1,333.35	1,839.90	2,793.38	3,969.12	31,468.39
Section D. Conduit System			8,734.85					8,734.85
Total	$ 71,318.35	$ 108,468.95	$ 408,141.59	$ 8,480.56	$ 17,670.22	$ 17,125.98	$ 62,276.30	$ 693,481.95

COMPANIES:

I. North Chicago Electric Ry. Co.
II. Chicago North Shore St. Ry. Co.
III. Chicago Electric Transit Co.
IV. North Side Electric St. Ry. Co.
V. Chicago & Jefferson Urban Transit Co.
VI. Ogden St. Ry. Co.
VII. Cicero & Proviso St. Ry. Co.

*Present Value Allowed as Rehabilitation Value.

OVERHEAD TROLLEY CONSTRUCTION.

SUMMARY BY COMPANIES.

DIVISION	Miles	Cost New	Scrap Value	Depreciation	Present Value
NORTH CHICAGO ELECTRIC RY. CO.					
Section 4	9.260	$ 14,640.58	$ 2,425.54	$ 3,781.83	$ 10,858.75
Section 5	9.590	15,927.28	2,553.88	3,690.06	12,237.22
Section 6	8.380	14,699.16	2,469.75	4,009.37	10,689.79
Section 7	6.440	13,253.08	2,060.88	1,965.59	11,287.49
Section 8	4.990	8,296.18	1,338.10	2,594.96	5,701.22
Total Company No. 1	38.660	$ 66,816.28	$ 10,848.15	$ 16,041.81	$ 50,774.47
Outside interests		87.82	10.40	17.29	70.53
		$ 66,728.46	$ 10,837.75	$ 16,024.52	$ 50,703.94
Organization, Engineering and Incidentals, 15%		10,009.27	1,625.66	2,403.68	7,605.59
		$ 76.737.73	$ 12,463.41	$ 18,428.20	$ 58,309.53
CHICAGO AND NORTH SHORE ST. RY. CO.					
Section 1	6.790	$ 11,270.89	$ 1,953.95	$ 4,003.52	$ 7,267.37
Section 2	1.098	1,614.58	287.80	576.42	1,038.16
Section 3	2.977	4,221.20	805.71	1,284.29	2,936.91
Total Company No. 2	10.865	$ 17,106.67	$ 3,047.47	$ 5,864.23	$ 11,242.44
Outside interests		517.50	45.00	141.75	375.75
		$ 16,589.17	$ 3,002.47	$ 5,722.48	$ 10,866.69
Organization, Engineering and incidentals, 15%		2,488.38	450.37	858.38	1,630.00
		$ 19,077.55	$ 3,452.84	$ 6,580.86	$ 12,496.69

CHICAGO ELECTRIC TRANSIT CO.					
Section 9	11.980	$ 21,375.14	$ 3,208.84	$ 7,114.62	$ 14,260.52
Section 10	6.750	13,139.88	2,377.87	3,902.29	9,237.59
Section 11	1.636	3,400.20	596.03	816.15	2,584.05
Section 12	2.600	2,524.50	591.08	1,076.59	1,447.91
Section 13	13.170	17,554.82	3,341.54	4,814.34	12 740.48
Section 14	.770	951.14	165.35	406.63	544.51
Total Company No. 3	36.906	$ 58,945.68	$ 10,280.71	$ 18,130.62	$ 40,815.06
Outside interests		5,406.01	389.23	1,453.93	3,952.08
		$ 53,539.67	$ 9,891.48	$ 16,676.69	$ 36,862.98
Organization, Engineering and incidentals, 15%		8,030.95	1,483.72	2,501.50	5,524.45
		$ 61,570.62	$ 11,375.20	$ 19,178.19	$ 42,392.43
NORTH SIDE ELECTRIC STREET RY. CO.					
Section 15	.600	$ 1,947.58	$ 264.34	$ 455.91	$ 1,491.67
Section 16	.738	1,762.51	251.84	730.88	1,031.63
Section 17	.360	1,005.15	119.94	404.86	600.29
Section 18	.569	1,065.28	152.74	413.97	651.31
Section 19	1.906	3,566.87	538.09	1,409.59	2,157.28
Section 20	1.030	1,643.79	213.07	770.50	873.29
Total Company No. 4	5.203	$ 10,991.18	$ 1,540.02	$ 4,185.71	$ 6,805.47
Outside interests		957.55	83.30	367.04	590.51
		$ 10,033.63	$ 1,456.72	$ 3,818.67	$ 6,214.96
Organization, Engineering and incidentals, 15%		1,505.04	218.50	572.79	932.25
		$ 11,538.67	$ 1,675.22	$ 4,391.46	$ 7,147.21

OVERHEAD TROLLEY CONSTRUCTION—Continued.

SUMMARY BY COMPANIES.

DIVISION	Miles	Cost New	Scrap Value	Depreciation	Present Value
CHICAGO AND JEFFERSON URBAN TRANSIT COMPANY.					
Section 21	5.290	$ 10,905.15	$ 1,602.29	$ 3,460.01	$ 7,445.14
Section 23	2.070	3,901.18	624.54	1,115.56	2,785.62
Section 24	2.090	4,426.91	667.34	642.94	3,783.97
Total Company No. 5	9.450	$ 19,233.24	$ 2,894.17	$ 5,218.51	$ 14,014.73
Outside Intersts		374.49	35.08	125.26	249.23
		$ 18,858.75	$ 2,859.09	$ 5,093.25	$ 13,765.50
Organization, Engineering and incidentals, 15%		2,828.82	428.86	764.00	2,064.82
		$ 21,687.57	$ 3,287.95	$ 5,857.25	$ 15,830.32
OGDEN ST. RY. COMPANY.					
Section 25	2.016	$ 1,886.14	$ 416.79	$ 831.93	$ 1,054.21
Section 26	1.514	2,500.60	448.75	682.94	1,817.66
Section 27	1.263	1,683.40	418.32	723.72	959.68
Section 28	1.622	1,489.44	373.69	546.55	942.89
Section 29	1.506	1,673.07	378.28	595.56	1,077.51
Section 30	7.048	10,083.11	1,904.01	2,947.56	7,135.55
Total Company No. 6	14.969	$ 19,315.76	$ 3,939.84	$ 6,328.26	$ 12,987.50
Outside Interests		690.51	58.65	166.14	524.37
		$ 18,625.25	$ 3,881.19	$ 6,162.12	$ 12,463.13
Organization, Engineering and Incidentals, 15%		2,793.78	582.18	924.31	1,869.47
		$ 21,419.03	$ 4,463.37	$ 7,086.43	$ 14,332.60

CICERO & PROVISO ST. RY. CO.

Section 31	3.003	$ 2,667.30	$ 924.71	$ 1,023.61	$ 1,643.69
Section 32	3.038	2,939.72	601.53	1,409.75	1,529.97
Section 33	5.519	6,417.37	1,388.87	2,685.87	3,731.50
Section 34	2.010	2,905.73	532.11	914.53	1,991.20
Total Company No. 7	13.570	$ 14,930.12	$ 3,447.22	$ 6,033.76	$ 8,896.36
Outside Interests		425.76	39.81	190.34	235.42
		$ 14,504.36	$ 3,407.41	$ 5,843.42	$ 8,660.94
Organization, Engineering and Incidentals, 15%		2,175.65	511.11	876.51	1,299.12
		$ 16,680.01	$ 3,918.52	$ 6,719.93	$ 9,960.08

RECAPITULATION.

Gross Total all companies, Sections 1 to 34, inc., except No. 22	129.623	$ 207,338.93	$ 35,997.58	$ 61,802.90	$ 145,536.03
Total Outside Interests		8,459.64	661.47	2,461.75	5,997.89
		$ 198,879.29	$ 35,336.11	$ 59,341.15	$ 139,538.14
Organization, Engineering and Incidentals, 15%		29,831.89	5,300.40	8,901.17	20,930.72
Grand Total		$ 228,711.18	$ 40,636.51	$ 68,242.32	$ 160,468.86

TROLLEY AND FEEDER COST DATA.

Kind	Size	Weight in lbs. per 1000 ft.	Wearing Weight in lbs. per 1000 ft.	Cost per 1000 ft. with 1% Sag.	Cost per Foot	Labor per Foot	Total Cost per Foot
Trolley.....	1/0 New	319.5	.....	$ 47.11	.047	.01	.057
Trolley.....	1/0(18/64 scrap)	239.0	80.5	26.55	.027	....	....
Trolley.....	2/0 New	402.8	.....	59.39	.059	.01	.069
Trolley.....	2/0(20/64 scrap)	296.0	107.0	32.88	.033	....	....
W.P.....	2/0	522	.....	76.97	.077	.01	.087
Scrap.....	2/0.....	410	.....	45.54	.045	.....	.....
W.P.....	4/0.....	800	.....	117.97	.118	.01	.128
Scrap.....	4/0.....	653	.....	72.54	.073	.....	.....
W.P.....	350 M.C.M....	1345	.....	201.74	.202	.015	.217
Scrap.....	350 M.C.M....	1076	.....	119.54	.119	.....	.....
W.P.....	500 M.C.M....	1894	.....	284.07	.284	.015	.299
Scrap.....	500 M.C.M....	1540	.....	171.09	.171	.....	.....
W.P.....	1000 M.C.M....	3674	.....	551.04	.551	.04	.591
Bare.....	1000 M.C.M....	3100	.....	468.10	.468	.04	.508
Scrap.....	1000 M.C.M....	3100	.....	344.41	.344	.....	.....
Lead Covered....	350 M.C.M....	3495	.....	.....	.506	.04	.546
5/32 Rubber 1/8 Lead....	500 M.C.M....	4254	.....	.....	.63	.04	.67

In arriving at the above prices, quotations of November 1st, 1909, were used, namely:

Bar Copper at mill..... .1325 per lb.
Solid Wire (either bare or weather proof)..... .1460 per lb. f.o.b. Chicago.
Stranded Bare Cable..... .1510 per lb. f.o.b. Chicago.
Stranded W. P. Cable..... .1485 per lb. f.o.b. Chicago.
Scrap Value (Copper Wire and bronze parts)..... .11 per lb. f.o.b. Chicago.

UNIT POLE COSTS.

Iron Poles.

Size, Inches	Length Feet	Weight, Lbs.	TOTAL COST Cost Pole only	Set in Street in Concrete	Set Inside Curb in Concrete	Reset Inside Curb in Concrete	Scrap Value
4–5–6	28	503	$14.83	$20.83	$25.45	$26.28	$1.85
4–5–6	30	532	15.63	21.63	26.25	27.08	2.00
5–6	30	546	16.02	22.02	26.64	27.47	2.05
5–6–7	30	675	19.55	25.55	30.17	31.00	2.50
5–6–7	31½	955	27.25	33.25	37.87	38.70	2.75
5–6–7	31	689	19.95	25.95	30.57	31.40	2.60
5–6–7	33	731	21.11	27.11	31.73	32.56	2.75
4–5–6–7	33	722	20.86	26.86	31.48	32.31	2.70
5–6–7	35	778	22.27	28.27	32.89	33.72	2.90
4–5–6–7	40	852	24.40	30.40	35.02	35.85	3.20
5–6–7–8	40	1052	29.95	35.95	40.57	41.40	3.95
5–6–7	45	950	27.15	33.15	37.77	38.60	3.56
6–7–8	30	829	23.80	29.80	34.42	35.25	3.10
6–7–8	31	876	25.10	31.10	35.72	36.55	3.30
6–7–8	33	916	26.30	32.30	36.92	37.75	3.45
6–7–8	35	966	27.55	33.55	38.17	39.00	3.60
6–7–8	40	1087	30.90	36.90	41.52	42.35	4.05
6–7–8–9	40	1273	36.00	42.00	46.62	47.45	4.75
6–7–8	45	1273	36.00	42.00	46.62	47.45	4.77
6–7–8–9	45	1428	40.30	46.30	50.92	51.75	5.35
6–7–8–9	50	1602	45.04	51.04	55.66	56.49	6.00
(Bracket Type Complete)							
3–4–5–6	30	913	31.00	41.62	..	.	3.40

UNIT POLE COSTS.

Wood Poles.

Diameter of Top, Inches	Length in Feet	Cost of Pole	Cost of Setting (Labor, Material, Cartage)	Total Cost	Scrap Value
6	20	$ 1.00	$2.80	$ 3.80	$1.00
6	25	2.00	3.50	5.50	1.00
6 Special.	30	1.95	3.95	5.90	1.00
7	30	4.45	4.05	8.50	1.00
8	30	6.10	4.05	10.15	1.00
6	35	4.45	4.05	8.50	1.00
7	35	6.10	4.05	10.15	1.00
8	35	7.30	4.20	11.50	1.00
6	40	6.13	4.20	10.33	1.00
7	40	7.30	4.20	11.50	1.00
8 Special.	40	7.30	4.20	11.50	1.00
6	45	7.30	4.60	11.90	1.00
7	45	9.00	4.60	13.60	1.00
8	45	9.00	4.60	13.60	1.00
6	50	9.00	5.00	14.00	1.00
7	50	12.00	5.00	17.00	1.00
8	50	12.50	5.00	17.50	1.00
7	60	16.00	5.00	21.00	1.00
Stub	30	6.10	4.05	10.15	1.00
Stub	35	7.30	4.20	11.50	1.00

TYPICAL SPANS.

A. Two Trolleys—Span Construction—Two Iron Poles.
B. Two Trolleys—Section Insulators—Span Construction—Two Iron Poles.
C. Two Trolleys—Feeder Span Construction—Two Iron Poles.
D. Two Trolleys—Span Construction—One Iron and one Wood Pole.
E. Two Trolleys—Section Insulators—Span Construction—One Iron and One Wood Pole.
F. Two Trolleys—Feeder Span Construction—One Iron and One Wood Pole.
G. Two Trolleys—Span Construction—Two Wood Poles.
H. Two Trolleys—Feeder Span Construction—Two Wood Poles.
I. Two Trolleys—Section Insulators—Span Construction—TwoWood Poles.
K. One Trolley—Span Construction—Two Iron Poles.
N. One Trolley—Span Construction—One Iron and One Wood Pole.
O. One Trolley—Span Construction—Two Wood Poles.
P. One Trolley—Center Pole Construction—One Iron Bracket Pole.
Q. One Trolley—Section Insulators—Center Pole Construction—One Iron Bracket Pole.
R. One Trolley—Feeder Tap—Center Pole Construction—One Iron Bracket Pole.
S. Two Trolleys—Under Elevated Structure.
T. Two Trolleys—Feeder Tap—Under Elevated Structure.

A. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Straight line hangers, W. E. Type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ .20
45	Ft. 5/16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$ 5.86	
	Incidentals and waste at 5%		.29	.....
			$ 6.15	$ .20

A-1. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$ .25	$ .50	
2	Brooklyns (medium, malleable iron)	.60	1.20	
2	Straight line hangers, W. E. Type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$ .20
64	Ft. 5/16 in. span wire	.008	.51	
	Labor		2.50	
			$ 6.01	
	Incidentals and waste at 5%		.30	
			$ 6.31	$ .20

A-2. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$ .25	$ .50	
1	Brooklyn (medium, malleable iron)	.60	.60	
2	Wood strains $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	
2	Straight line hangers, W. E. Type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$ .20
71	Ft. 5/16 in. span wire	.008	.57	
	Labor		2.50	
			$ 5.77	
	Incidentals and waste at 5%		.29	
			$ 6.06	$ .20

A-3. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$ .25	$ .50	
2	Brooklyns (medium, malleable iron)	.60	1.20	
2	Wood strains, $1\frac{1}{4}$ in x $9\frac{1}{2}$ in	.15	.30	
2	Straight line hangers, W. E. Type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$ .20
64	Ft. 5/16 in. span wire	.008	.51	
	Labor		2.50	
			$ 6.31	
	Incidentals and waste at 5%		.32	
			$ 6.63	$ .20

A-4. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
1	Pole band (Solid 2 bolt)	$ .25	$ .25	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ .20
64	Ft. 5 /16 in. span wire	.008	.51	.....
	Labor		2.50	.....
			$ 5.76	.....
	Incidentals and waste at 5%		.29	.....
			$ 6.05	$ .20

A-5 Two Trolleys—Span Construction—Two Iron Poles

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$ .25	$ .50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
1	Ear, 12 in. clinch	.25	.25	$ .10
1	Splicing ear, 15 in.	.50	.50	.25
64	Ft. 5 /16 in. span wire	.008	.51	.....
	Labor		2.50	.....
			$ 6.26	.....
	Incidentals and waste at 5%		.31	.....
			$ 6.57	$ .35

A-6 Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$ .25	$ .50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Straight line hangers W. E. Type A or equal	.40	.80	.....
2	Splicing ears, 15 in.	.50	1.00	$ .50
64	Ft. 5 /16 in. span wire	.008	.51	.....
	Labor		2.50	.....
		.....	$ 6.51	.....
	Incidentals and waste at 5%		.33	.....
			$ 6.84	$ .50

A-7 Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$ .25	$ .25	
1	Brooklyn (medium, malleable iron)	.60	.60	
1	Wood strain, 1¼ in. x 9½ in.	.15	.15	
2	Straight line hangers, W.E. type A or equal	.40	.80	
1	Ear, 12 in. clinch	.25	.25	$ .10
1	Splicing ear, 15 in.	.50	.50	.25
64	Ft. 5/16 in. span wire	.008	.51	
	Labor		2.50	
			$ 5.56	
	Incidentals and waste at 5%		.28	
			$ 5.84	$ .35

A-8. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$ .25	$ .25	
1	Brooklyn (medium, malleable iron)	.60	.60	
1	Wood strain, 1¼ in. x 9½ in.	.15	.15	
2	Straight line hangers, W. E. type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$ .20
64	Ft. 5/16 in. span wire	.008	.51	
	Labor		2.50	
			$ 5.31	
	Incidentals and waste at 5%		.27	
			$ 5.58	$ .20

A-9. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$ .25	$ .50	
2	Brooklyns (medium, malleable iron)	.60	1.20	
2	Wood strains, 1¼ in. x 9½ in.	.15	.30	
2	Straight line hangers, W.E. type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$ .20
45	Ft. 5/16 in. span wire	.008	.36	
	Labor		2.50	
			$ 6.16	
	Incidentals and waste at 5%		.31	
			$ 6.47	$ .20

A-10. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Double curve hangers	.45	.90	.....
1	Ear, 12 in. clinch	.25	.25	$0.10
1	Splicing ear, 15 in.	.50	.50	.25
45	Ft. 5/16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$ 6.21	.....
	Incidentals and waste at 5%		.31	.....
			$ 6.52	$ .35

A-11. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Straight line hangers, W.E. type A or equal	.40	.80	.....
1	Ear, 12 in. clinch	.25	.25	$0.10
1	Splicing ear, 15 in.	.50	.50	.25
45	Ft. 5/16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$ 6.11	.....
	Incidentals and waste at 5%		.31	.....
			$ 6.42	$ .35

A-12 Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Straight line hangers, W.E. type A or equal	.40	.80	.....
1	Ear, 12 in. clinch	.25	.25	$ 0.10
1	Splicing ear, 15 in.	.50	.50	.25
30	Ft. 5/16 in. span wire	.008	.24	.....
	Labor		2.50	.....
			$5.99	.....
	Incidentals and waste at 5%		.30	.....
			$6.29	$ .35

A-13. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	
2	Brooklyns (medium, malleable iron)	.60	1.20	
2	Straight line hangers, W. E. type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$0.20
30	Ft. 5/16 in. span wire	.008	.24	
	Labor		2.50	
			$5.74	
	Incidentals and waste at 5%		.29	
			$6.03	$ .20

A-14. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	
1	Brooklyn, (medium, malleable iron)	.60	.60	
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	
1	Straight line hangers, W. E. type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$0.20
30	Ft. 5/16 in. span wire	.008	.24	
	Labor		2.50	
			$5.29	
	Incidentals and waste at 5%		.26	
			$5.55	$ .20

A-15. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	
2	Straight line hangers, W. E. type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$0.20
30	Ft. 5/16 in span wire	.008	.24	
	Labor		2.50	
			$4.84	
	Incidentals and waste at 5%		.24	
			$5.08	$0.20

A-16. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Straight line Hangers, W. E. type A or equal	.40	.80	.....
2	Splicing Ears, 15 in.	.50	1.00	$ *.20
30	Ft. 5 /16 in. span wire	.008	.24	.....
	Labor		2.50	.....
			$6.24	.....
	Incidentals and waste at 5%		.31	.....
			$6.55	$ .20

*Lightweight ear.

A-17. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Double curve hangers	.45	.90	.....
2	Ears, 12 in. clinch	.25	.50	$0.20
45	Ft. 5 /16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$5.96	.....
	Incidentals and waste at 5%		.30	.....
			$6.16	$0.20

A-18. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	.....
4	Globe strains, $2\frac{1}{2}$ in.	.25	1.00	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
2	Splicing ears, 15 in.	.50	1.00	$0.50
46	Ft. 5 /16 in. span wire	.008	.37	.....
	Labor		2.50	.....
			$7.67	.....
	Incidentals and waste at 5%		.38	.....
			$8.05	$0.50

A-19. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	
2	Brooklyns (medium, malleable iron)	.60	1.20	
2	Wood strains, 1¼ in. x 9½ in.	.15	.30	
2	Straight line hangers, W. E. type A or equal	.40	.80	
1	Ear, 12 in. clinch	.25	.25	$0.10
1	Splicing Ear, 15 in.	.50	.50	.25
50	Ft. 5/16 in. span wire	.008	.40	
	Labor		2.50	
			$6.45	
	Incidentals and waste at 5%		.32	
			$6.77	$0.35

A-20. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	
2	Porcelain knobs	.15	.30	
2	Porcelain break strains	.15	.30	
2	Straight line hangers, W. E. Type A or equal	.40	.80	
2	Ears, 12-in. clinch	.25	.50	$ 0.20
62	Ft. 5/16 in. span wire	.008	.50	
	Labor		2.50	
			$ 5.40	
	Incidentals and waste at 5%		.27	
			$ 5.67	$ .20

A-21. Two Trolleys—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	
2	Porcelain knobs	.15	.30	
2	Porcelain break strains	.15	.30	
2	Straight line hangers, W. E. Type A or equal	.40	.80	
2	Splicing bars, 15 in.	.50	1.00	$ 0.50
62	Ft. 5/16 in. span wire	.008	.50	
	Labor		2.50	
			$ 5.90	
	Incidentals and waste at 5%		.30	
			$ 6.20	$ .50

A-22. Two Trolleys—Span Construction—Two Iron Poles

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Porcelain knob	.15	.15	.....
3	Wood strains, $1\frac{1}{4}$ x $9\frac{1}{2}$ in	.15	.45	.....
2	Straight line hangers, W. E. Type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
62	Ft. 5/16 in. span wire	.008	.50	.....
	Labor		2.50	.....
			$ 5.15	.....
	Incidentals and waste at 5%		.26	.....
			$ 5.41	$ .20

A-23. Two Trolleys—Span Construction—Two Iron Poles

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
4	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.60	.....
2	Straight line hangers, W. E. Type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
62	Ft. 5/16 in. span wire	.008	.50	.....
	Labor		2.50	.....
			$ 5.40	.....
	Incidentals and waste at 5%		.27	.....
			$ 5.67	$ .20

A-24. Two Trolleys—Span Construction—Two Iron Poles

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
2	Brooklyns (medium malleable iron)	.60	1.20	.....
2	Wood strains ($1\frac{1}{4}$ x $9\frac{1}{2}$ in.)	.15	.30	.....
2	Straight line hangers, W. E. Type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
80	Ft. 5/16 in. span wire	.008	.64	.....
	Labor		2.50	.....
			$ 6.19	.....
	Incidentals and waste at 5%		.31	.....
			$ 6.50	$ .20

B. Two Trolleys—Section Insulators—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	
2	Brooklyns (medium, malleable iron)	.60	1.20	
2	Section insulators (Phila. type)	4.50	9.00	$1.20
45	Ft. 5/16 in. span wire	.008	.36	
	Labor		2.50	
			$13.56	
	Incidentals and waste at 5%		.68	
			$14.24	$1.20

B-1. Two Trolleys—Section Insulators—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	
2	Brooklyns (medium, malleable iron)	.60	1.20	
2	Section insulators (Phila. type)	4.50	9.00	$1.20
64	Ft. 5/16 in. span wire	.008	.51	
	Labor		2.50	
			$13.71	
	Incidentals and waste at 5%		.69	
			$14.40	$1.20

B-2. Two Trolleys—Section Insulators—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	
2	Brooklyns (medium, malleable iron)	.60	1.20	
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	.15	.30	
2	Section insulators (Phila. type)	4.50	9.00	$1.20
45	Ft. 5/16 in. span wire	.008	.36	
	Labor		2.50	
			$13.86	
	Incidentals and waste at 5%		.69	
			$14.55	$1.20

B-3. Two Trolleys—Section Insulators—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	.....
2	Porcelain knobs	.15	.30	.....
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	.....
2	Section insulators (Phila. type)	4.50	9.00	$1.20
62	Ft. 5/16 in. span wire	.008	.50	.....
	Labor		2.50	.....
			$13.10	.....
	Incidentals and waste at 5%		.66	.....
			$13.76	$1.20

B-4. Two Trolleys—Section Insulators—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
1	Straight line hanger, W. E. type A or equal	.40	.40	.....
1	Ear, 12 in. clinch	.25	.25	$0.10
1	Section insulator (Phila. type)	4.50	4.50	.60
45	Ft. 5/16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$9.71	.....
	Incidentals and waste at 5%		.49	.....
			$10.20	$ .70

C. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	.....
2	Solid feed hanger ears	.45	.90	$0.30
30	Ft. 4/0 W. P. Wire	.118	3.54	2.19
15	Ft. 5/16 in. span wire	.008	.12	.....
	Labor		2.50	.....
			$ 9.06	.....
	Incidentals and waste at 5%		.45	.....
			$ 9.51	$ 2.49

C-1. Two-Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Porcelain break strains	.15	.30	.....
2	Solid feed hanger ears	.45	.90	$0.30
30	Ft. 4 /0 W. P. wire	.118	3.54	2.19
16	Ft. 5 /16 in. span wire	.008	.13	.....
	Labor		2.50	.....
			$ 9.07	.....
	Incidentals and waste at 5%		.45	.....
			$ 9.52	$ 2.49

C-2. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	.15	.15	.....
1	Porcelain break strain	.15	.15	.....
2	Solid feed hanger ears	.45	.90	$ 0.30
50	Ft. 4 /0 W. P. wire	.118	5.90	3.65
16	Ft. 5 /16 in Span wire	.008	.13	.....
	Labor		2.50	.....
			$11.43	.....
	Incidentals and waste at 5%		.57	.....
			$12.00	$ 3.95

C-3. Two-Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	.15	.30	.....
2	Solid Feed hanger ears	.45	.90	$ 0.30
56	Ft. 4 /0 W. P. wire	.118	6.61	4.09
16	Ft. 5 /16 in. span wire	.008	.13	.....
	Labor		2.50	.....
			$11.89	.....
	Incidentals and waste at 5 %		.59	.....
			$12.48	$ 4.39

C-4. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Globe strains, 2½ in	.25	.50	.....
2	Solid feed hanger ears	.45	.90	$0.30
58	Ft. 4 /0 W. P. wire	.118	6.84	4.23
16	Ft. 5 /16 in. Span wire	.008	.13	.....
	Labor		2.50	.....
			$12.32	.....
	Incidentals and waste at 5%		.62	.....
			$12.94	$ 4.53

C-5. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
1	Globe strain, 2½ in	.25	.25	.....
1	Porcelain break strain	.15	.15	.....
2	Solid feed hanger ears	.45	.90	$ 0.30
64	Ft. 4 /0 W. P. wire	.118	7.55	4.67
	Labor		2.50	.....
			$12.80	.....
	Incidentals and waste at 5%		.64	.....
			$13.44	$ 4.97

C-6. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
2	Brooklyns (medium malleable iron)	.60	1.20	.....
2	Wood strains, 1¼ in. x 9½ in	.15	.30	.....
2	Feeder hangers, W. E. 94907	.35	.70	$ 0.10
1	Ear, 12 in. clinch	.25	.25	.10
1	Splicing ear, 15 in	.50	.50	.25
50	Ft. 4 /0 W. P. wire	.118	5.90	3.65
16	Ft. 5 /16 in. span wire	.008	.13	.....
	Labor		2.50	.....
			$11.73	.....
	Incidentals and waste at 5%		.59	.....
			$12.32	$ 4.10

C-7. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	.....
2	Feeder hangers (special)	.35	.70	.....
1	Ear, 12 in. clinch	.25	.25	.10
1	Splicing ear, 15 in.	.50	.50	.25
35	Ft. 4 /0 W. P. wire	.118	4.13	2.65
12	Ft. 5 /16 in. span wire	.008	.10	.....
	Labor		2.50	.....
			$10.18	.....
	Incidentals and waste at 5%		.51	.....
			$10.69	$ 2.91

C-8. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Feeder hangers, W. E. 94907	.35	.70	$ 0.10
2	Ears, 12 in. clinch	.25	.50	.20
2	Globe strains, $2\frac{1}{2}$ in	.25	.50	.....
25	Ft. 4 /0 W. P. wire	.118	2.95	1.83
10	Ft. 5 /16 in. span wire	.008	.08	.....
	Labor		2.50	.....
			$ 8.93	.....
	Incidentals and waste at 5%		.45	.....
			$ 9.83	$ 2.13

C-9. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
1	Globe strain, $2\frac{1}{2}$ in	.25	.25	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	.....
2	Feeder hangers, W. E. 94907	.35	.70	$0.10
2	Ears, 12 in. clinch	.25	.50	.20
22	Ft. 4 /0 W. P. wire	.118	2.60	1.61
10	Ft. 5 /16 in. span wire	.008	.08	.....
	Labor		2.50	.....
			$ 8.48	.....
	Incidentals and waste at 5%		.42	.....
			$ 8.90	$ 1.91

C-10. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Solid feed hanger ears	.45	.90	$0.30
24	Ft. 2 /0 W. P. wire	.077	1.85	1.08
20	Ft. 5 /16 in. span wire	.008	.16	.....
	Labor		2.50	.....
			$ 7.11	.....
	Incidentals and waste at 5%		.36	.....
			$ 7.47	$ 1.38

C-11. Two Trolley—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
1	Feed hanger, W. E. 94907	.35	.35	$0.05
1	Solid feed hanger ear	.45	.45	.15
1	Ear, 12 in. clinch	.25	.25	.10
24	Ft. 2 /0 W. P. wire	.077	1.85	1.08
20	Ft. 5 /16 in. span wire	.008	.16	.....
	Labor		2.50	.....
			$ 7.26	.....
	Incidentals and waste at 5%		.36	.....
			$ 7.62	$ 1.38

C 12. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt	$0.25	$0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	.....
2	Solid feed hanger ears	.45	.90	$0.30
26	Ft. 2 /0 W. P. wire	.077	2.00	1.17
20	Ft. 5 /16 in. span wire	.008	.16	.....
	Labor		2.50	.....
			$7.56	.....
	Incidentals and waste at 5%		.38	.....
			$7.94	$1.47

C-13. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
1	Globe strain, 2½ in.	.25	.25	.....
1	Wood strain, 1¼ in. x 9½ in.	.15	.15	.....
1	Feeder hanger, W. E. 94907	.35	.35	$0.05
1	Ear, 12 in. clinch	.25	.25	.10
1	Soild feeder hanger ear	.45	.45	.15
24	Ft. 2 /0 W. P. wire	.077	1.85	1.08
20	Ft. 5 /16 in. span wire	.008	.16	.....
	Labor		2.50	.....
			$7.66	.....
	Incidentals and waste at 5%		.38	.....
			$8.04	$1.38

C-14. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Globe strains, 2½ in.	.25	.50	.....
2	Feeder hangers, W. E. 94907	.35	.70	$0.10
2	Ears, 12 in. clinch	.25	.50	.20
26	Ft. 2 /0 W. P wire	.077	2.00	1.17
20	Ft. 5 /16 in. span wire	.008	.16	.....
	Labor		2.50	.....
			$8.06	.....
	Incidentals and waste at 5%	.....	.40	.....
			$8.46	$1.47

C-15. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands, (solid 2-bolt)	$0.25	$0.50	.....
2	Brooklyns (medium, malleable Iron)	.60	1.20	.....
2	Feeder hangers, W. E. 94907	.35	.70	$0.10
1	Wood strain, 1¼ in. x 9½ in.	.15	.15	.....
1	Globe strain, 2½ in	.25	.25	.....
2	Ears, 12 in. clinch	.25	.50	.20
26	Ft. 2 /0 W. P. wire	.077	2.00	1.17
20	Ft. 5 /16 in. span wire	.008	.16	.....
	Labor		2.50	.....
			$7.96	.....
	Incidentals and waste at 5%		.40	.....
			$8.36	$1.47

C-16. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Feeder hangers, W. E. 94907	.35	.70	$0.10
2	Ears, 12 in. clinch	.25	.50	.20
26	Ft. 2 /0 W. P. wire	.077	2.00	1.17
20	Ft. 5 /16 in. span wire	.008	.16	.....
	Labor		2.50	.....
			$7.56	.....
	Incidentals and waste at 5%		.38	.....
			$7.94	$1.47

C-17. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Soild feed hanger ears	.45	.90	$0.30
2	Globe strains, 2½ in.	.25	.50	.....
24	Ft. 2 /0 W. P. wire	.077	1.85	1.08
20	Ft. 5 /16 in span wire	.008	.16	.....
	Labor		2.50	.....
			$7.61	.....
	Incidentals and waste at 5%		.38	.....
			$7.99	$1.38

C-18. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Brooklyns (medium, malleable iron)	$ 0.60	$ 1.20	.....
1	Wood strain, 1¼ in. x 9½ in.	.15	.15	.....
1	Globe strain, 2½ in.	.25	.25	.....
2	Feeder hangers, W. E. 94907	.35	.70	$ 0.10
2	Splicing ears, 15 in.	.50	1.00	.50
24	Ft. 2 /0 W. P. wire	.077	1.85	1.08
20	Ft. 5 /16 in. span wire	.008	.16	.....
	Labor		2.50	.....
			$ 7.81	.....
	Incidentals and waste at 5%		.39	.....
			$ 8.20	$ 1.68

C-19. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	
2	Brooklyns (medium, malleable iron)	.60	1.20	
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	
2	Feeder hangers, W. E. 94907	.35	.70	$ 0.10
2	Ears, 12 in. clinch	.25	.50	.20
26	Ft. 2 /0 W. P. wire	.077	2.00	1.17
20	Ft. 5 /16 in. span wire	.088	.16	
	Labor		2.50	
			$ 7.86	
	Incidentals and waste at 5%		.39	
			$ 8.25	$ 1.47

C-20. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	
2	Brooklyns (medium, malleable iron)	.60	1.20	
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	
2	Feeder Hangers, W. E. 94907	.35	.70	$ 0.10
2	Splicing ears, 15 in	.50	1.00	.50
30	Ft. 4 /0 W. P. wire	.118	3.54	2.19
16	Ft. 5 /16 in. span wire	.008	.13	
	Labor		2.50	
			$ 9.87	
	Incidentals and waste at 5%		.49	
			$10.36	$ 2.79

C-21. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	
2	Brooklyns (medium, bronze cap)	.60	1.20	$ 0.25
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	
2	Feeder hangers, W. E. 94907	.35	.70	.10
1	Ear, 12 in. clinch	.25	.25	.10
1	Splicing ear, 15 in.	.50	.50	.25
30	Ft. 4 /0 W. P. wire	.118	3.54	2.19
10	Ft. 5 /16 in. span wire	.088	.08	
	Labor		2.50	
			$ 9.57	
	Incidentals and waste at 5%		.48	
			$10.05	$ 2.89

C-22. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
2	Porcelain knobs	.15	.30	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	.....
1	Globe strain, $2\frac{1}{2}$ in	.25	.25	.....
2	Feeder hangers, W. E. 94907	.35	.70	$ 0.10
2	Ears, 12 in. clinch	.25	.50	.20
40	Ft. 4 /0 W. P. wire	.118	4.72	2.92
25	Ft. 5 /16 in. span wire	.008	.20	.....
	Labor		2.50	.....
			$ 9.82	.....
	Incidentals and waste at 5%		.49	.....
			$10.31	$ 3.22

C-23. Two Trolleys—Feeder Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	.....
1	Porcelain break strain	.15	.15	.....
2	Feeder hangers, W. E. 94907	.35	.70	$ 0.10
2	Ears, 12 in. clinch	.25	.50	.20
40	Ft. 4 /0 W. P. wire	.118	4.72	2.92
25	Ft. 5 /16 in. span wire	.008	.20	.....
	Labor		2.50	.....
			$10.02	.....
	Incidentals and waste at 5 %		.50	.....
			$10.52	$ 3.22

D. Two Trolleys—Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
1	Steel eyebolt, 12 in	.05	.05	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ .20
40	Ft. 5 /16 in. span wire	.008	.32	.....
	Labor		2.50	.....
			$ 5.02	.....
	Incidentals and waste at 5%		.25	.....
			$ 5.27	$ 0.20

D-1. Two Trolleys—Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Brooklyn (medium, malleable iron)	$0.60	$ 0.60	....
1	Insulated eyebolt	.16	.16	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
1	Ear, 12 in. clinch	.25	.25	$ 0.10
1	Splicing ear, 15 in.	.50	.50	.25
40	Ft. 5/16 in. span wire	.008	.32	.....
	Labor		2.50	.....
			$ 5.13	.....
	Incidentals and waste at 5%		.26	.....
			$ 5.39	$ .35

D-2. Two Trolleys—Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	.15	.30	.....
1	Insulated eyebolt	.16	.16	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
40	Ft. 5/16 in. span wire	.008	.32	.....
	Labor		2.50	.....
			$ 5.43	.....
	Incidentals and waste at 5%		.27	.....
			$ 5.70	$ .20

D-3. Two Trolleys—Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Brooklyn (medium, malleable Iron)	.60	.60	.....
1	Insulated eyebolt	.16	.16	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$0.20
45	Ft. 5/16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$ 5.17	.....
	Incidentals and waste at 5%		.26	.....
			$ 5.43	$ .20

D-4. Two Trolleys—Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
1	Insulated eyebolt	.16	.16	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
2	Splicing ears, 15 in	.50	1.00	$ 0.50
45	Ft. 5 /16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$ 5.67	.....
	Incidentals and waste at 5%		.28	.....
			$ 5.95	$ .50

D-5. Two Trolleys—Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
1	Insulated eyebolt	.16	.16	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
1	Ear 12 in. clinch	.25	.25	$ 0.10
1	Splicing ear, 15 in.	.50	.50	.25
45	Ft. 5 /16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$ 5.42	.....
	Incidentals and waste at 5%		.27	.....
			$ 5.69	$ .35

D-6. Two Trolleys—Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
1	Insulated eyebolt	.16	.16	.....
2	Double Curve hangers	.45	.90	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
45	Ft. 5 /16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$ 5.27	.....
	Incidentals and waste at 5%		.26	.....
			$ 5.53	$ .20

D-7. Two Trolleys—Span Construction One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	
1	Brooklyn (medium, malleable iron)	.60	.60	
1	Insulated eyebolt	.16	.16	
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	
2	Straight line hangers, W.E.type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$ 0.20
45	Ft. 5 /16 in. span wire	.008	.36	
	Labor		2.50	
			$ 5.32	
	Incidentals and waste at 5%		.27	
			$ 5.59	$ .20

D-8. Two Trolleys—Span Construction One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	
1	Brooklyn (medium, malleable iron)	.60	.60	
1	Steel eyebolt, 12 in	.16	.16	
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	
2	Straight line hangers, W.E. type A or equal	.40	.80	
2	Splicing ears, 15 in	.50	1.00	$ 0.50
45	Ft. 5 /16 in. span wire	.008	.36	
	Labor		2.50	
			$ 5.97	
	Incidentals and waste at 5%		.30	
			$ 6.27	$ .50

D-9. Two Trolleys—Span Construction One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	
1	Porcelain knob	.15	.15	
1	Insulated eyebolt	.16	.16	
2	Straight line hangers, W. E. type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$ 0.20
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	
45	Ft. 5 /16 in. span wire	.008	.36	
	Labor		2.50	
			$ 4.87	
	Incidentals and waste at 5%		.24	
			$ 5.11	$ .20

D-10. Two Trolleys—Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Insulated eyebolt	.16	.16	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	.....
2	Straight line hangers, W. E. Type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
40	Ft. 5 /16 in. span wire	.008	.32	.....
	Labor		2.50	.....
			$ 4.68	.....
	Incidentals and waste at 5%		.23	.....
			$ 4.91	$ 0.20

D-11. Two Trolleys—Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	.....
2	Straight line hangers, W. E. Type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
50	Ft. 5 /16 in. span wire	.008	.40	.....
	Labor		2.50	.....
			$ 5.95	.....
	Incidentals and waste at 5%		.30	.....
			$ 6.25	$ 0.20

E. Two Trolleys—Section Insulators—Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
1	Insulated eyebolt	.16	.16	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	.....
2	Section insulators (Phila. Type)	4.50	9.00	$ 1.20
35	Ft. 4 /0 W. P. wire	.118	4.13	2.56
12	Ft. 5 /16 in. span wire	.008	.10	.....
	Labor		2.50	.....
			$16.89	.....
	Incidentals and waste at 5%		.84	.....
			$17.73	$ 3.76

E-1. Two Trolleys—Section Insulators—Span Construction One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
1	Insulated eyebolt	.16	.16	.....
2	Section insulators (Phila. Type)	4.50	9.00	$ 1.20
45	Ft. 5/16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$12.87	.....
	Incidentals and waste at 5%		.64	.....
			$13.51	$ 1.20

F. Two Trolleys—Feeder Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Wood strains, $1\frac{1}{4}$ in. $9\frac{1}{2}$ in	.15	.30	.....
1	Insulated eyebolt	.16	.16	.....
2	Solid feed hanger ears	.45	.90	.30
30	Ft. 4/0 W. P. Wire	.118	3.54	$ 2.19
12	Ft. 5/16 in. span wire	.008	.10	.....
	Labor		2.50	.....
			$ 8.95	.....
	Incidentals and waste at 5%		.45	.....
			$ 9.40	$ 2.49

F-1. Two Trolleys—Feeder Span Construction—One Wood and One Iron Pole

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	.....
2	Solid feed hanger ears	.45	.90	$ 0.30
30	Ft. 4/0 W. P. wire	.118	3.54	2.19
42	Ft. 5/16 in. span wire	.008	.34	.....
	Labor		2.50	.....
			$ 8.43	.....
	Incidentals and waste at 5%		.42	.....
			$ 8.85	$ 2.49

F-2. Two Trolleys—Feeder Span Construction—One Wood and One Iron Pole

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$0.50	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
1	Insulated eyebolt	.16	.16	.....
2	Porcelain break strains	.15	.30	.....
2	Solid feed hanger ears	.45	.90	$0.30
30	Ft. 4 /0 W. P wire	.118	3.54	2.19
12	Ft. 5 /16 in. span wire	.008	.10	.....
	Labor		2.50	.....
			$8.35	.....
	Incidentals and waste at 5%		.42	.....
			$8.77	$2.49

F-3. Two Trolleys—Feeder Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$0.25	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
1	Insulated eyebolt	.16	.16	.....
1	Globe strain, $2\frac{1}{2}$ in.	.25	.25	.....
2	Solid feed hanger ears	.45	.90	$0.30
35	Ft. 4 /0 W. P wire	.118	4.13	2.56
12	Ft. 5 /16 in. span wire	.008	.10	.....
	Labor		2.50	.....
			$9.49	.....
	Incidentals and waste at 5%		.47	.....
			$9.96	$2.86

F-4. Two Trolleys—Feeder Span Construction—One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$0.25	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	.15	.15	.....
1	Insulated eyebolt	.16	.16	.....
2	Solid feed hanger ears	.45	.90	$0.30
35	Ft. 4 /0 W. P. wire	.118	4.13	2.56
12	Ft. 5 /16 in. span wire	.008	.10	.....
	Labor		2.50	.....
			$8.79	.....
	Incidentals and waste at 5%		.44	.....
			$9.23	$2.86

F-5. Two Trolleys—Feeder Span Construction One Wood and One Iron Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$0.25	$0.25	
2	Brooklyns (medium, malleable iron)	.60	1.20	
1	Insulated eyebolt	.16	.16	
2	Feeder hangers, W. E. 94907	.35	.70	$0.10
1	Ear, 12 in. clinch	.25	.25	.10
1	Splicing ear, 15 in.	.50	.50	.25
35	Ft. 4 /0 W. P. wire	.118	4.13	2.56
12	Ft. 5 /16 in. span wire	.008	.10	
	Labor		2.50	
			$9.79	
	Incidentals and waste at 5%		.49	
			$10.28	$3.01

G. Two Trolleys—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$0.32	
2	Straight line hangers, W. E. type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$ .20
30	Ft. 5 /16 in. span wire	.008	.24	
	Labor		2.50	
			$4.36	
	Incidentals and waste at 5%		.22	
			$4.58	$ .20

G-1. Two Trolleys—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$0.32	
2	Straight line hangers, W. E. type A or equal	.40	.80	
2	Splicing ears, 15 in	.50	1.00	$0.50
30	Ft. 5 /16 in span wire	.008	.24	
	Labor		2.50	
			$4.86	
	Incidentals and waste at 5%		.24	
			$5.10	$ .50

G-2. Two Trolleys—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	$0.15	$ 0.30	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
2	Splicing ears, 15 in	.50	1.00	$ 0.50
30	Ft. 5/16 in. span wire	.008	.24	.....
	Labor		2.50	.....
			$ 4.84	.....
	Incidentals and waste at 5%		.24	.....
			$ 5.08	$ 0.50

G-3. Two Trolleys—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	$0.15	$ 0.30	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
50	Ft. 5/16 in. span wire	.008	.40	.....
	Labor		2.50	.....
			$ 4.50	.....
	Incidentals and waste at 5%		.23	.....
			$ 4.73	$ 0.20

G-4. Two Trolleys—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$ 0.32	.....
1	Globe strain, $2\frac{1}{2}$ in	.25	.25	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
50	Ft. 5/16 in. span wire	.008	.40	.....
	Labor		2.50	.....
			$ 4.77	.....
	Incidentals and waste at 5%		.24	.....
			$ 5.01	$ 0.20

G-5. Two Trolleys—Span Construction Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
1	Insulated eyebolt	$0.16	$ 0.16	
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	
2	Straight line hangers, W. E. type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$ 0.20
45	Ft. 5/16 in. span wire	.008	.36	
	Labor		2.50	
			$ 4.47	
	Incidentals and waste at 5%		.22	
			$ 4.69	$ 0.20

G-6. Two Trolleys—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$ 0.32	
1	Globe strain, $2\frac{1}{2}$ in	.25	.25	
2	Straight line hangers, W. E. type A or equal	.40	.80	
2	Splicing ears, 15 in	.50	1.00	$ 0.50
41	Ft. 5/16. in. span wire	.008	.33	
	Labor		2.50	
			$ 5.20	
	Incidentals and waste at 5%		.26	
			$ 5.46	$ 0.50

G-7. Two Trolleys—Span Construction Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$ 0.32	
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	
2	Straight line hangers, W. E. type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$ 0.20
45	Ft. 5/16 in. span wire	.008	.36	
	Labor		2.50	
			$ 4.78	
	Incidentals and waste at 5%		.24	
			$ 5.02	$ 0.20

G-8. Two Trolleys—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$ 0.32	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
1	Globe strain, 2½ in	.25	.25	.....
1	Ear, 12 in. clinch	.25	.25	$ 0.10
1	Splicing ear, 15 in	.50	.50	.25
45	Ft. 5/16 lin. span wire	.008	.36	.....
	Labor		2.50	.....
			$ 4.98	.....
	Incidentals and waste at 5%		.25	.....
			$ 5.23	$ 0.35

G-9. Two Trolleys—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Wood strains, 1¼ in. x 9½ in	$0.15	$ 0.30	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
40	Ft. 5/16 in. span wire	.008	.32	.....
	Labor		2.50	.....
			$ 4.42	.....
	Incidentals and waste at 5%		.22	.....
			$ 4.64	$ 0.20

G-10. Two Trolleys—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
1	Insulated eyebolt	$0.16	$0.16	.....
2	Wood strains, 1¼ in. x 9½ in	.15	.30	.....
2	Straight line hangers, W. E. type A or equal	.40	.80	.....
1	Ear, 12 in. clinch	.25	.25	$0.10
1	Splicing ear, 15 in	.50	.50	.25
40	Ft. 5/16 in. span wire	.008	.32	.....
	Labor		2.50	.....
			$4.83	.....
	Incidentals and waste at 5%		.24	.....
			$5.07	$0.35

G-11. Two Trolleys—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Globe strains, $2\frac{1}{2}$ in	$0.25	$0.50	
2	Straight line hangers, W. E. type A or equal	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$0.20
45	Ft. 5/16 in. span wire	.008	.36	
	Labor		2.50	
			$4.66	
	Incidentals and waste at 5%		.23	
			$4.89	$0.20

G-12. Two Trolleys—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Globe strains, $2\frac{1}{2}$ in	$0.25	$0.50	
2	Straight line hangers, W. E. type A or equal	.40	.80	
1	Ear, 12 in. clinch	.25	.25	$0.10
1	Splicing ear, 15 in.	.50	.50	.25
45	Ft. 5/16 in. span wire	.008	.36	
	Labor		2.50	
			$4.91	
	Incidentals and waste at 5%		.25	
			$5.16	$0.35

H. Two Trolleys Feeder Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$0.32	
1	Globe strain, $2\frac{1}{2}$ in.	.25	.25	
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	.15	.15	
2	Solid feed hanger ears	.45	.90	$0.30
30	Ft. 2/0 W. P. wire	.077	2.31	1.35
20	Ft. 5/16 in. span wire	.008	.16	
	Labor		2.50	
			$6.59	
	Incidentals and waste at 5%		.33	
			$6.92	$1.65

H-1. Two Trolleys—Feeder Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$0.32	.....
1	Globe strain, $2\frac{1}{2}$ in	.25	.25	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
2	Solid feed hanger ears	.45	.90	$0.30
32	Ft. 4 /0 W. P. wire	.118	3.78	2.34
15	Ft. 5 /16 in. span wire	.008	.12	.....
	Labor		2.50	.....
			$8.62	.....
	Incidentals and waste at 5%		.43	.....
			$9.05	$2.64

H-2. Two Trolleys—Feeder Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$ 0.32	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	.....
1	Globe strain, $2\frac{1}{2}$ in	.25	.25	.....
1	Solid feed hanger ear	.45	.45	$ 0.15
1	Feeder hanger, W. E. 94907	.35	.35	.05
1	Ear, 12 in. clinch	.25	.25	.10
30	Ft. 2 /0 W. P. wire	.077	2.31	1.35
10	Ft. 5 /16 in. span wire	.008	.08	.....
	Labor		2.50	.....
			$ 6.66	.....
	Incidentals and waste at 5%		.33	.....
			$ 6.99	$ 1.65

H-3. Two Trolleys—Feeder Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$ 0.32	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	.....
2	Feeder hangers, W. E. 94907	.35	.70	.....
2	Splicing ears, 15 in	.50	1.00	$ 0.50
35	Ft. 2 /0 W. P. wire	.077	2.70	1.58
10	Ft. 5 /16 in. span wire	.008	.08	.....
	Labor		2.50	.....
			$ 7.45	.....
	Incidentals and waste at 5%		.37	.....
			$ 7.82	$ 2.08

H-4. Two Trolleys—Feeder Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$ 0.32	
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	
2	Solid feed hanger ears	.45	.90	$ 0.30
35	Ft. 2 /0 W. P. wire	.077	2.70	1.58
15	Ft. 5 /16 in. span wire	.008	.12	
	Labor		2.50	
			$ 6.69	
	Incidentals and waste at 5%		.33	
			$ 7.02	$ 1.88

H-5. Two Trolleys—Feeder Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	$0.15	$ 0.30	
2	Solid feed hanger ears	.45	.90	$ 0.30
35	Ft. 2 /0 W. P. wire	.077	2.70	1.58
10	Ft. 5 /16 in. span wire	.008	.08	
	Labor		2.50	
			$ 6.48	
	Incidentals and waste at 5%		.32	
			$ 6.80	$ 1 88

H-6. Two Trolleys—Feeder Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Globe strains, $2\frac{1}{2}$ in	$0.25	$ 0.50	
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.30	
2	Solid feed hanger ears	.45	.90	$ 0.30
15	Ft. 4 /0 W. P. wire	.118	1.77	1.10
27	Ft. 5 /16 in. span wire	.008	.22	
	Labor		2.50	
			$ 6.19	
	Incidentals and waste at 5%		.31	
			$ 6.50	$ 1.40

I. Two Trolleys—Section Insulators—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$ 0.32	.....
1	Wood strain, $1\frac{1}{4}$ x $9\frac{1}{2}$ in	.15	.15	.....
2	Section insulators (Phila. type)	4.50	9.00	$ 1.20
45	Ft. 5 /16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$12.33	.....
	Incidentals and waste at 5%		.62	.....
			$12.95	$ 1.20

I-1. Two Trolleys—Section Insulators—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$ 0.32	.....
1	Globe strain, $2\frac{1}{2}$ in	.25	.25	.....
2	Section insulators (Phila. type)	4.50	9.00	$ 1.20
45	Ft. 5 /16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$12.43	.....
	Incidentals and waste at 5%		.62	.....
			$13.05	$ 1.20

I-2. Two Trolleys—Section Insulators—Span Construction—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
1	Insulated eyebolt	$0.16	$ 0.16	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.15	.15	.....
1	Globe strain, $2\frac{1}{2}$ in	.25	.25	.....
2	Section insulators (Phila. type)	4.50	9.00	$ 1.20
45	Ft. 5 /16 in. span wire	.008	.36	.....
	Labor		2.50	.....
			$12.42	.....
	Incidentals and waste at 5%		.62	.....
			$13.04	$ 1.20

K. One Trolley—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
1	Straight line hanger, W. E. type A or equal	.40	.40	.....
1	Ear, 12 in. clinch	.25	.25	$0.10
40	Ft. 5 /16 in. span wire	.008	.32	.....
	Labor		2.00	.....
			$ 4.67	.....
	Incidentals and waste at 5%		.23	.....
			$ 4.90	$ 0.10

K-1. One Trolley—Span Construction—Two Iron Poles.

		Unit Cost	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$0.25	$ 0.50	.....
2	Brooklyns (medium, malleable iron)	.60	.120	.....
1	Straight line hanger, W. E. type A or equal	.40	.40	.....
1	Splicing ear, 15 in.	.50	.50	$ 0.25
40	Ft. 5 /16 in. span wire	.008	.32	.....
	Labor		2.00	.....
			$ 4.92	.....
	Incidentals and waste at 5%		.25	.....
			$ 5.17	$ 0.25

N. One Trolley—Span Construction—One Iron and One Wood Pole.

		Unit Cost	Cost New	Scrap Value
1	Pole Band (solid 2-bolt)	$0.25	$ 0.25	.....
1	Brooklyn (medium, malleable iron)	.60	.60	.....
1	Insulated eyebolt	.16	.16	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	.15	.15	.....
1	Straight line hanger, W. E. type A or equal	.40	.40	.....
1	Ear, 12 in. clinch	.25	.25	$ 0.10
40	Ft. 5 / 16 in. span wire	.008	.32	.....
	Labor		2.00	.....
			$ 4.13	.....
	Incidentals and waste at 5%		.21	.....
			$ 4.34	$ 0.10

O. One Trolley—Span Construction— Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$ 0.32	.....
1	Straight line hanger, W. E. type A or equal	.40	.40	.....
1	Ear, 12 in. clinch	.25	.25	$ 0.10
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	.15	.15	.....
40	Ft. 5 /16 in. span wire	.008	.32	.....
	Labor		2.00	.....
			$ 3.44	.....
	Incidentals and waste at 5%		.17	.....
			$ 3.61	$ 0.10

O-1. One Trolley—Span Connection—Two Wood Poles.

		Unit Cost	Cost New	Scrap Value
2	Insulated eyebolts	$0.16	$ 0.32	.....
1	Straight line hanger, W. E. type A or equal	.40	.40	.....
1	Ear, 12 in. clinch	.25	.25	$ 0.10
40	Ft. 5 /16 in. span wire	.008	.32	.....
	Labor		2.00	.....
			$ 3.29	.....
	Incidentals and waste at 5%		.16	.....
			$ 3.45	$ 0.10

P. Two Trolleys—Center Pole Construction—One Iron Bracket Pole.

		Unit Cost	Cost New	Scrap Value
2	Straight line hangers, W. E. type A or equal	$0.40	$ 0.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
	Labor		2.50	.....
			$ 3.80	.....
	Incidentals and waste at 5%		.19	
			$ 3.99	$ 0.20

P-1. Two Trolleys—Center Pole Construction One Iron Bracket Pole.

		Unit Cost	Cost New	Scrap Value
2	Straight line hangers, W. E. type A or equal	$0.40	$ 0.80	.....
1	Ear, 12 in. clinch	.25	.25	$ 0.10
1	Splicing Ear, 15 in	.50	.50	.25
	Labor		2.50	.....
			$ 4.05	.....
	Incidentals and waste at 5%		.20	.....
			$ 4.25	$ 0.35

P-2. Two Trolleys—Center Pole Construction—One Iron Bracket Pole.

		Unit Cost	Cost New	Scrap Value
2	Straight line hangers, W. E. type A or equal	$0.40	$ 0.80	.....
2	Splicing ears, 15 in	.50	1.00	$ 0.50
	Labor		2.50	.....
			$ 4.30	.....
	Incidentals and waste at 5%		.22	.....
			$ 4.52	$ 0.50

P-3. Two Trolleys—Side Pole Construction—One Iron Bracket Pole.

		Unit Cost	Cost New	Scrap Value
2	Straight line hangers, W. E. type A or equal	$0.40	$ 0.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
	Labor		2.50	.....
			$ 3.80	.....
	Incidentals and waste at 5%		.19	.....
			$ 3.99	$ 0.20

Q. Two Trolleys—Section Insulation—Center Pole Construction —One Iron Bracket Pole.

		Unit Cost	Cost New	Scrap Value
2	Section insulators (Phila. Type)	$4.50	$ 9.00	$ 1.20
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
	Labor		2.50	.....
			$12.70	.....
	Incidentals and waste at 5%		.64	.....
			$13.34	$ 1.20

R. Two Trolleys—Feeder Tap—Center Pole Construction— One Iron Bracket Pole.

		Unit Cost	Cost New	Scrap Value
2	Straight line hangers, W. E. type A or equal	$0.40	$ 0.80	.....
2	Ears, 12 in. Feed Tap (Cast Lug)	.30	.60	$ 0.30
20	Ft. 4 /0 W. P. wire	.118	2.36	1.46
	Labor		2.50	.....
			$ 6.26	.....
	Incidentals and waste at 5%		.31	.....
			$ 6.57	$ 1.76

R-1. Two Trolleys—Feeder Tap—Center Pole Construction— One Iron Bracket Pole.

		Unit Cost	Cost New	Scrap Value
2	Feeder hangers, W. E. 94907	$0.35	$ 0.70	$ 0.10
2	Splicing ears, 15 in	.50	1.00	.50
20	Ft. 4 /0 W. P. wire	.118	2.36	1.46
	Labor		2.50	.....
			$ 6.56	.....
	Incidentals and waste at 5%		.33	.....
			$ 6.89	$ 2.06

R-2. Two Trolleys—Feeder Tap—Center Pole Construction—One Iron Bracket Pole.

		Unit Cost	Cost New	Scrap Value
2	Feeder hangers, W. E. 94907	$0.35	$ 0.70	$ 0.10
1	Ear, 12 in. clinch	.25	.25	.10
1	Splicing ear, 15 in.	.50	.50	.25
15	Ft. 4 /0 W. P. wire	.118	1.77	1.10
	Labor		2.50	
			$ 5.72	
	Incidentals and waste at 5%		.29	
			$ 6.01	$ 1.55

R-3. Two Trolleys—Feeder Tap—Center Pole Construction—One Iron Bracket Pole.

		Unit Cost	Cost New	Scrap Value
1	Feeder Hanger, W. E. 94907	$0.35	$ 0.35	$ 0.05
1	Straight line hanger, W. E. type A or equal	.40	.40	
1	Ear, 12 in. Feed Tap (cast lug)	.30	.30	.10
1	Ear, 12 in. clinch	.25	.25	.10
15	Ft. 4 /0 W. P. wire	.118	1.77	1.10
	Labor		2.50	
			$ 5.57	
	Incidentals and waste at 5%		.28	
			$ 5.85	$ 1.35

S. Two Trolleys—Under Elevated Structure.

		Unit Cost	Cost New	Scrap Value
2	Guide troughs, 30 in. x 12 in. x 3 in. wood	$1.50	$ 3.00	
2	Barn hangers	.40	.80	
2	Ears, 12 in. clinch	.25	.50	$ 0.20
	Labor		1.50	
			$ 5.80	
	Incidentals and waste at 5%		.29	
			$ 6.09	$ 0.20

S-1. Two Trolleys—Under Elevated Structure.

		Unit Cost	Cost New	Scrap Value
2	Guide troughs, 30 x 12 x 3 in. wood	$1.50	$ 3.00	.....
2	Barn Hangers	.40	.80	.....
2	Ears, 15 in. splicing	.50	1.00	$ 0.50
	Labor		1.50	.....
			$ 6.30	.....
	Incidentals and waste at 5%		.32	.....
			$ 6.62	$ 0.50

S-2. Two Trolleys—Under Elevated Structure.

		Unit Cost	Cost New	Scrap Value
2	Guide troughs, 30 x 12 x 3 in. wood	$1.50	$ 3.00	.....
2	Barn hangers	.40	.80	.....
1	Ear, 12 in. clinch	.25	.25	.10
1	Ear, 15 in. splicing	.50	.50	.25
	Labor		1.50	.....
			$ 6.05	.....
	Incidentals and waste at 5%		.30	.....
			$ 6.35	$ 0.35

S-3. Two Trolleys—Under Elevated Structure.

		Unit Cost	Cost New	Scrap Value
2	Hook clamps	$0.15	$ 0.30	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Wood strains ($1\frac{1}{4}$ x $9\frac{1}{2}$ in.)	.15	.30	.....
2	Straight line hangers W. E. type or equal	.40	.80	.....
2	Ears, 12 in. clinch	.25	.50	$ 0.20
22	Ft. 5 / 16 in. span wire	.008	.18	.....
	Labor		2.50	.....
			$ 5.78	.....
	Incidentals and waste at 5%		.29	.....
			$ 6.07	$ 0.20

S-4. Two Trolleys—Under Elevated Structure.

		Unit Cost	Cost New	Scrap Value
2	Hook clamps	$0.15	$ 0.30	.....
2	Brooklyns (medium malleable iron)	.60	1.20	.....
2	Wood strains $1\frac{1}{4}$ x $9\frac{1}{2}$ in.	.15	.30	.....
2	Straight line hangers W. E. type or equal.	.40	.80	.....
2	Ears, 15 in. splicing	.50	1.00	$ 0.50
22	Ft. 5 / 16 in. span wire	.008	.18	.....
	Labor		2.50	.....
			$ 6.28	.....
	Incidentals and waste at 5%		.31	.....
			$ 6.59	$ 0.50

T. Two Trolleys—Under Elevated Structure.

		Unit Cost	Cost New	Scrap Value
2	Guide troughs, 30 in. x 12 in. x 3 in. wood.	$1.50	$ 3.00	.....
2	Barn hangers	.40	.80	.....
2	Ears, 12 in. feed tap (cast lug)	.30	.60	$ 0.20
12	Ft. 2 / 0 W. P. wire	.077	.93	.54
	Labor		1.50	.....
			$ 6.83	.....
	Incidentals and waste at 5%		.34	.....
			$ 7.17	$ 0.74

T-1. Two Trolleys—Under Elevated Structure.

		Unit Cost	Cost New	Scrap Value
2	Hook clamps	$0.15	$ 0.30	.....
2	Brooklyns (medium, malleable iron)	.60	1.20	.....
2	Wood strains, $1\frac{1}{4}$ x $9\frac{1}{2}$ in.	.15	.30	.....
2	Ears, 12 in. feed tap (cast lug)	.30	.60	$ 0.20
22	Ft. 4 / 0 W. P. wire	.118	2.60	1.61
	Labor		2.50	.....
			$ 7.50	.....
	Incidentals and waste at 5%		.38	.....
			$ 7.88	$ 1.81

COMPARATIVE DETAILS OF TYPICAL SPANS.

	A	A-1	A-2	A-3	A-4	A-5	A-6	A-7	A-8	A-9	A-10	A-11	A-12	A-13	A-14	A-15	A-16
Pole bands	2	2	2	2	1	2	2	1	1	2	2	2	2	2	2	2	2
Brooklyns	2	2	1	2	2	2	2	1	1	2	2	2	2	2	1	0	2
Wood strains	..	..	2	2	..	..	..	1	1	2	..	..	..	..	1	2	0
Globe strains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Porcelain break strains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Porcelain knobs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Eyebolts, steel	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Insulated eyebolts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Straight line hangers	2	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2
Double curve hanger	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..
Feeder hanger	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Barn hangers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Solid feed hanger ears	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12 in. clinch ear	2	2	2	2	2	1	..	1	2	2	1	1	1	2	2	2	..
15 in. splicing ear	..	..	..	..	..	1	2	1	..	..	1	1	1	..	..	..	2
Feed tap ears	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Section insulators	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4/0 W. P. Wire ft	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2/0 W. P. Wire ft	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trolley Guide trough	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5/16 in. span wire ft	45	64	71	64	64	64	64	64	64	45	45	45	30	30	30	30	30
Cost per span	$6.15	6.31	6.06	6.63	6.05	6.57	6.84	5.84	5.58	6.47	6.52	6.42	6.29	6.03	5.55	5.08	6.55

COMPARATIVE DETAILS OF TYPICAL SPANS—Continued.

	A-17	A-18	A-19	A-20	A-21	A-22	A-23	A-24	B	B-1	B-2	B-3	B-4	C	C-1	C-2	C-3
Pole Bands	2	2	2	2	2	1	2	1	2	2	2	2	2	2	2	2	1
Brooklyns	2	2	2	..	..	..	..	2	2	2	2	2	2	2	2	2	2
Wood strains	0	2	2	..	..	3	4	2	..	..	2	2	0	2	0	1	2
Globe strains	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Porcelain break strains	..	..	..	2	2	..	..	..	..	..	..	..	..	..	2	1	..
Porcelain knobs	..	..	..	2	2	1	..	..	..	..	..	2	..	..	..	..	..
Eyebolts, steel	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Insulated eyebolts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Straight line hangers	0	2	2	2	2	2	2	2	..	..	..	..	1				
Double curve hanger	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Feeder hanger	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Barn hangers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Solid feed hanger ears	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	2	2
12 in. clinch ear	2	..	1	2	..	2	2	2	..	..	..	..	1	..	..	..	..
15 in. splicing ear	..	2	1	..	2	..	..	..	..	..	..	..	..	..	..	..	..
Feed tap ears	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Section insulators	..	..	..	..	..	..	..	..	2	2	2	2	1				
4 0 W. P. Wire ft	..	..	..	..	..	..	..	..	..	..	..	..	..	30	30	50	56
2 0 W. P. Wire ft	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trolley guide trough	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5 16 in. span wire ft	45	46	50	62	62	62	62	80	45	64	45	62	45	15	16	16	16
Cost per span	86 26	8 05	6 77	5 67	6 20	5 41	5 67	6 50	14 24	14 40	14 55	13 76	10 20	9 51	9 52	12 00	12 48

COMPARATIVE DETAILS OF TYPICAL SPANS—Continued.

	C-4	C-5	C-6	C-7	C-8	C-9	C-10	C-11	C-12	C-13	C-14	C-15	C-16	C-17	C-18	C-19	C-20
Pole bands	1	1	1	2	2	2	2	2	2	2	2	2	2	2	..	2	2
Brooklyns	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Wood strains	..	..	2	2	0	1	..	..	2	1	0	1	..	..	1	2	2
Globe strains	2	1	..	..	2	1	..	..	..	1	2	1	..	2	1	..	..
Porcelain break strains	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Porcelain knobs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Eyebolts, steel	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Insulated eyebolts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Straight line hangers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Double curve hanger	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Feeder hanger	..	..	2	2	2	2	..	1	..	1	2	2	2	..	2	2	2
Barn hangers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Solid feed hanger ears	2	2	..	..	..	..	2	1	2	1	..	..	..	2	..	..	..
12 in. clinch ear	..	..	1	1	2	2	..	1	..	1	2	2	2	..	..	2	..
15 in. splicing ear	..	..	1	1	..	..	..	..	..	..	..	..	..	..	2	..	2
Feed tap ears	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Section insulators	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4/0 W. P. Wire ft	58	64	50	35	25	22	..	..	..	..	..	..	..	..	..	..	30
2/0 W. P. Wire ft	..	..	..	..	..	..	24	24	26	24	26	26	26	24	24	26	..
Trolley guide trough	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5/16 in. span wire ft	16	..	16	12	10	10	20	20	20	20	20	20	20	20	20	20	16
Cost per span	$12.94	13.44	12.32	10.69	9.38	8.90	7.47	7.62	7.94	8.04	8.46	8.36	7.94	7.99	8.20	8.25	10.36

COMPARATIVE DETAILS OF TYPICAL SPANS—Continued.

	C-21	C-22	C-23	D	D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9	D-10	D-11	E	E-1
Pole Bands	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Brooklyns	2	0	1	1	1	1	1	1	1	1	1	1	..	..	2	1	1
Wood strains	2	1	1	..	..	2	..	..	..	..	1	2	1	1	2	1	..
Globe strains	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Porcelain break strains	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Porcelain knobs	..	2	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..
Eyebolts, steel	..	..	..	1	..	..	..	..	..	..	..	1	..	..	..	..	..
Insulated eyebolts	..	..	..	..	1	1	1	1	1	1	1	0	1	1	..	1	1
Straight line hangers	..	..	..	2	2	2	2	2	2	0	2	2	2	2	2	..	..
Double curve hanger	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..
Feeder hanger	2	2	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Barn hangers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Solid feed hanger ears	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12 in. clinch ear	1	2	2	2	1	2	2	..	1	2	2	..	2	2	2	..	..
15 in. splicing ear	1	..	..	..	1	..	..	2	1	..	..	2	..	..	..	..	..
Feed tap ears	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Section insulators	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2
4/0 W. P. Wire ft	30	40	40	..	..	..	..	..	..	..	..	..	..	..	..	35	..
2/0 W. P. Wire ft	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trolley guide trough	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5/16 in. span wire ft	10	25	25	40	40	40	45	45	45	45	45	45	45	40	50	12	45
Cost per span	$10.05	10.31	10.52	5.27	5.39	5.70	5.43	5.95	5.69	5.53	5.59	6.27	5.11	4.91	6.25	17.73	13.51

COMPARATIVE DETAILS OF TYPICAL SPANS—Continued.

	F	F-1	F-2	F-3	F-4	F-5	G	G-1	G-2	G-3	G-4	G-5	G-6	G-7	G-8	G-9	G-10
Pole bands	1	1	1	1	1	1	..	..	..	..	..	..	..	..	..	..	..
Brooklyns	2	1	1	2	1	2	..	..	..	..	..	..	..	..	..	..	..
Wood strains	2	2	..	..	1	..	..	..	2	2	0	1	0	2	..	2	2
Globe strains	..	..	..	1	..	..	..	..	..	..	1	..	1	..	1	..	..
Porcelain break strains	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Porcelain knobs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Eyebolts, steel	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Insulated eyebolts	1	..	1	1	1	1	2	2	..	..	2	1	2	2	2	..	1
Straight line hangers	..	..	..	..	..	..	2	2	2	2	2	2	2	2	2	2	2
Double curve hanger	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Feeder hanger	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..
Barn hangers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Solid feed hanger ears	2	2	2	2	2	..	..	..	..	..	..	..	..	..	..	..	..
12 in. clinch ear	..	..	..	..	..	1	2	..	..	2	2	2	..	2	1	2	1
15 in. splicing ear	..	..	..	..	..	1	..	2	2	..	..	..	2	..	1	..	1
Feed tap ears	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Section insulators	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4/0 W. P. Wire ft	30	30	30	35	35	35	..	..	..	..	..	..	..	..	..	..	..
2/0 W. P. Wire ft	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trolley guide trough	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5/16 in. span wire ft	12	42	12	12	12	12	30	30	30	50	50	45	41	45	45	40	40
Cost per span	$9.40	8.85	8.77	9.96	9.23	10.28	4.58	5.10	5.08	4.73	5.01	4.69	5.46	5.02	5.23	4.64	5.07

COMPARATIVE DETAILS OF TYPICAL SPANS—Continued.

	G-11	G-12	H	H-1	H-2	H-3	H-4	H-5	H-6	I	I-1	I-2	K	K-1	N	O	O-1
Pole Bands	..	..	..	..	..	..	..	..	..	..	..	..	2	2	1	..	..
Brooklyns	..	..	..	1	..	..	..	..	..	..	..	..	2	2	1	..	..
Wood strains	..	..	1	1	1	1	1	2	2	1	..	1	..	..	1	1	..
Globe strains	2	2	1	1	1	..	..	..	2	..	1	1	..	..	..	..	..
Porcelain break strains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Porcelain knobs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Eyebolts, steel	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Insulated eyebolts	..	..	2	2	2	2	2	..	..	2	2	1	..	..	1	2	2
Straight line hangers	2	2	..	..	..	..	..	..	..	..	..	..	1	1	1	1	1
Double curve hanger	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Feeder hanger	..	..	..	..	1	2	..	..	..	..	..	..	..	..	..	..	..
Barn hangers	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Solid feed hanger ears	..	..	2	2	1	..	2	2	2	..	..	..	..	..	..	..	..
12 in. clinch ear	2	1	..	..	1	..	..	..	..	..	..	..	1	..	1	1	1
15 in. splicing ear	..	1	..	..	..	2	..	..	..	..	..	..	..	1	..	..	..
Feed tap ears	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Section insulators	..	..	..	..	..	..	..	..	..	2	2	2	..	..	..	..	..
4/0 W. P. Wire ft	..	..	..	32	..	..	..	..	15	..	..	..	..	..	..	..	..
2/0 W. P. Wire ft	..	..	30	..	30	35	35	35	..	..	..	..	..	..	..	..	..
Trolley guide trough	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5/16 in. span wire ft	45	45	20	15	10	10	15	10	27	45	45	45	40	40	40	40	40
Cost per span	$4.89	5.16	6.92	9.05	6.99	7.82	7.02	6.80	6.50	12.95	13.05	13.04	4.90	5.17	4.34	3.61	3.45

COMPARATIVE DETAILS OF TYPICAL SPANS—Continued.

	P	P-1	P-2	P-3	Q	R	R-1	R-2	R-3	S	S-1	S-2	S-3	S-4	T	T-1
Pole bands	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brooklyns	..	..	..	..	2	..	..	..	..	..	..	..	2	2	..	2
Wood strains	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	2
Globe strains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Porcelain break strains	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	2
Porcelain knobs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Eyebolts, steel	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Insulated eyebolts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Straight line hangers	2	2	..	..	..	2	..	..	1	..	..	..	2	2	..	..
Double curve hanger	..	..	2	2	..	..	..	..	..	..	..	..	..	..	..	..
Feeder hanger	..	..	..	..	..	..	2	2	1	..	..	..	..	..	..	..
Barn hangers	..	..	..	..	..	..	..	..	..	2	2	2	..	..	2	..
Solid feed hanger ears	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12 in. clinch ear	2	1	..	2	..	..	..	1	1	2	..	1	2	..	..	..
15 in. splicing ear	..	1	2	..	..	..	2	1	..	..	2	1	..	2	..	..
Feed tap ears	..	..	..	..	..	2	..	..	1	..	..	..	..	..	..	2
Section insulators	..	..	..	..	2	..	..	..	..	..	..	..	..	..	2	..
4/0 W. P. Wire ft	..	..	..	..	..	20	20	15	15	..	..	..	..	..	..	22
2/0 W. P. Wire ft	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12	..
Trolley guide trough	..	..	..	..	..	..	..	..	..	2	2	2	..	..	2	..
5/16 in. span wire ft	..	..	..	..	..	..	..	..	..	..	..	..	22	22	..	..
Cost per span	$3.99	4.25	4.52	3.99	13.34	6.57	6.89	6.01	5.85	6.09	6.62	6.35	6.07	6.59	7.17	7.88

INDEX TO SECTION NUMBERS.

Straight Line Sections	Special Layouts	
		Chicago and North Shore Street Railway Co.
1		Evanston Ave. from Irving Park to Devon Ave.
	1-A	Evanston Ave. and Irving Park Blvd.
	1	Evanston Ave. at Lawrence Ave.
	2	Edgewater Power House.
	3	Evanston Ave. and Devon Ave.
2		Devon Ave., Evanston Ave. to Clark St.
	*4	Clark St. and Devon Ave.
*3		Clark St. Devon Ave. to City Limits (Howard Ave.)
		North Chicago Electric Railway Co.
4		Montrose Ave. from Evanston Ave. to 46th Ave.
	5	Montrose Ave. at Evanston Ave.
	*6	Montrose Ave. at Clark St.
	7	Montrose Ave. at Robey St.
	8	Montrose Ave. at 40th Ave.
	9	Montrose Ave. at Elston Ave.
	10	Montrose Ave. at 46th Ave.
5		Lawrence Ave. from Evanston Ave to Milwaukee Ave.
	11	Lawrence Ave. at Evanston Ave.
	*12	Lawrence Ave. at Clark St.
	13	Lawrence Ave. at Robey St.
	14	Lawrence Ave. at Lincoln Ave.
	15	Lawrence Ave. near Maplewood Ave.
	16	Lawrence Ave. at Chicago River.
	17	Lawrence Ave. at 40th Ave.
6		Milwaukee Ave. from Humboldt Blvd. to Lawrence Ave.
	18	Milwaukee Ave. at Belmont Ave.
	19	Milwaukee Ave. at Irving Park Blvd.
	20	Milwaukee Ave. at Belle Plaine Ave.
	21	Milwaukee Ave. at Lawrence Ave.
7		Lincoln Ave. from Belmont Ave. to Foster Ave.
	7-A	Lincoln Ave. at Belmont Ave. and Ashland Ave.
	22	Lincoln Ave. at Robey St. and Irving Park Blvd.
	23	Lincoln Ave. at Montrose Ave.
	24	Lincoln Ave. at Foster Ave.

INDEX TO SECTION NUMBERS—Continued.

Straight Line Sections	Special Layouts	
		North Chicago Electric Railway Co.—Con.
	25	Car House at Lincoln Ave and Belle Plaine Ave.
8		Robey St. from Irving Park Blvd. to E. Ravenswood Park at Rosehill Cemetery.
	26	Robey St. and Balmoral Ave.
	27	Balmoral Ave. at E. Ravenswood Park.
	28	E. Ravenswood Park at Cemetery Drive.
		Chicago Electric Transit Co.
*9		Irving Park Blvd. from Ashland Ave to Dunning.
	29	Irving Park Blvd. at Elston Ave.
	30	Irving Park Blvd. at Dunning.
10		Belmont Ave. from Halsted St. to Milwaukee Ave. (omitting Ashland Ave. to Robey St.)
	10-A	Belmont Ave. and Robey St.
	*31	Belmont Ave. and Halsted St.
	*32	Belmont Ave. at Clark St.
	*33	Belmont Ave. at Sheffield Ave.
	*34	Belmont Ave. at Southport Ave.
	*35	Belmont Ave. at Western Ave.
	36	Belmont Ave. at Chicago River.
*11		Western Ave. from Roscoe St. to Elston Ave.
	37	Western Ave. at Chicago River.
	38	Western Ave. at Roscoe St.
*12		North 40th Ave. from Elston Ave. to Bohemian Cemetery.
	39	North 40th Ave. at Bohemian Cemetery.
*13		Elston Ave. from Milwaukee Ave to Montrose Ave.
	*40	Elston Ave. and Milwaukee Ave.
	41	Elston Ave. at Wade St.
	*42	Elston Ave. at Division St.
	43	Elston Ave. at Sloan St.
	44	Elston Ave. at Blackhawk St.
	*45	Elston Ave. at North Ave.
	46	Elston Ave. at Clybourn Place.
	47	Elston Ave. at Canal Place.
	*48	Elston Ave. at Fullerton Ave.
	49	Elston Ave and C. & N. W. Spur Switch.

INDEX TO SECTION NUMBERS Continued.

Straight Line Sections	Special Layouts	
		Chicago Electric Transit Co.—Con.
	50	Elston Ave. at Western Ave.
	*51	Elston Ave. at California Ave. and Belmont Ave.
	52	Elston Ave Car House at Addison St.
	53	Elston Ave at North 40th Ave.
14		California Ave. from Belmont Ave. to Roscoe St.
	71	California Ave. Power House.
		North Side Electric Street Railway Co.
15		Clybourn Place from Elston to Clybourn Aves.
	*54	Clybourn Place at Clybourn Ave.
16		Crosby St. from Larrabee St. to Division St.
	*55	Crosby St. at Division St.
	56	Crosby St. at Elm St.
	*57	Crosby St. at Larrabee St.
17		Kingsbury St. from Erie St. to Chicago Ave.
	*58	Kingsbury St. at Chicago Ave.
	59	Kingsbury St. and Erie St.
18		Erie St. from Franklin St. to Kingsbury St.
	*60	Erie St. at Orleans St.
19		Franklin St. from Chicago Ave. to Elm St. and on Elm St. to Crosby St.
	*61	Elm St. at Larrabee St.
	62	Elm St. at Orleans St.
	*63	Elm St. at Sedgwick St.
	64	Elm St. at Franklin St.
20		Franklin St. from Kinzie St. to Chicago Ave.
	65	Franklin St. and Erie St.
	*66	Franklin St. at Kinzie St.
	*67	Franklin St. at Chicago Ave.
	*68	Franklin St. at Michigan St.
	*69	Franklin St. at Illinois St.
	*70	Franklin St. at Indiana St.
		Chicago and Jefferson Urban Transit Co.
21		Monroe, Morgan and Fulton St. from Canal Sts. to Western Ave.
	72	Monroe St. at Canal St.
	73	Monroe St. at Clinton St.

INDEX TO SECTION NUMBERS—Continued.

Straight Line Sections	Special Layouts	
		Chicago and Jefferson Urban Transit Co.—Con.
	74	Monroe St. at Desplaines St.
	75	Monroe St. at Halsted St.
	76	Monroe St. at Sangamon St.
	77	Monroe St. and Morgan St.
	*78	Morgan St. at Madison St.
	*79	Morgan St. at Randolph St.
	*80	Morgan St. at Lake St.
	81	Morgan St. and Fulton St.
	82	Fulton St. and Ashland Ave.
	83	Fulton St. at Robey St.
	*84	Fulton St. at Western Ave.
‡22		Kedzie Ave. from Carroll Ave. to Chicago Ave.
	‡*85	Kedzie Ave. and Chicago Ave.
23		Chicago Ave. from Kedzie Ave. to North 40th Ave.
	86	Chicago Ave. at North 40th Ave.
24		Grand Ave. from North Ave. to Armitage Ave.
	87	Grand Ave. at North Ave.
	88	Grand Ave. at 48th Court (C. M. & St. P. R. R.)
	89	Grand Ave. at Armitage Ave.
		Ogden Street Railway Company.
25		48th Ave. from Madison St. to 12th St.
	90	48th Ave. and Madison St.
	91	48th Ave. and Harrison St.
26		12th St. from 40th Ave. to 46th Ave.
27		12th St. from 46th Ave. to 60th Ave.
	92	48th Ave. and 12th St.
	93	52nd Ave. and 12th St.
28		Ogden Ave. from 40th Ave. to 46th Ave.
29		26th St. from 40th Ave. to 46th Ave.
30		40th Ave. from Madison to 31st St., and 31st St., from 40th Ave. to 44th Ave.
	94	40th Ave. and 12th St.
	95	40th Ave. and 22nd St. and Ogden Ave.
	96	40th Ave. and 26th St.
	97	40th Ave. and 31st St.

INDEX TO SECTION NUMBERS—Continued.

Straight Line Sections	Special Layouts	
		Cicero & Proviso St. Ry. Co.
31		Chicago Ave. from 48th Ave. to 60th Ave.
	98	Chicago Ave. and 48th Ave.
32		Lake St. from 48th Ave. to 60th Ave.
	99	Lake St. and 48th Ave.
	100	Lake St. and Pine St.
33		Madison St. from 40th Ave. to 60th Ave.
	101	Madison St. and 40th Ave. car house.
	102	Madison St. and 52nd Ave.
34		48th Ave. from Chicago Ave. to Madison St.
	90	Madison Street and 48th Ave.

*See outside interest for details.
A—Section limit. No details.
‡Property of Chicago Railways Co.

OVERHEAD TROLLEY CONSTRUCTION.

Evanston Ave., Irving Park Boulevard to Devon Avenue.

SECTION NO. 1.

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	245	Iron	4-5-6- 28′	$ 5,103.35	$ 453.25	1893	40	$ 1,860.04	$ 3,243.31
Poles	1	Iron	6-7-8- 30′	35.25	3.10	1909	.....	.....	35.25
Poles	3	Iron	5-6-7- 30′	93.00	7.50	1907	5	4.28	88.72
Poles	1	Iron	5-6-7- 33′	32.56	2.75	1907	5	1.49	31.07
Poles	6	Iron	5-6-7- 30′	186.00	15.00	1903	15	25.65	160.35
Poles	1	Iron	5-6-7- 33′	32.56	2.75	1903	15	4.47	28.09
Poles	1	Iron	5-6-7- 45′	38.60	3.56	1903	15	5.26	33.34
Poles	1	Iron	6-7-8- 33′	37.75	3.45	1907	5	1.72	36.03
Poles	3	Iron	5-6-7- 30′	93.00	7.50	1905	10	8.55	84.45
Poles	11	Iron	5-6-7- 33′	358.16	30.25	1900	22½	73.78	284.38
Poles	1	Iron	6-7-8- 31′	36.55	3.30	1900	22½	7.48	29.07
Poles	2	Iron	5-6-7- 35′	67.44	5.80	1908	2½	1.54	65.90
Poles	1	Wood	7″ - 40′	11.50	1.00	1904	30	3.15	8.35
Trolley Wire, 35,870 ft. (6.79 miles) 2 0				2,116.33	1,183.71	1905	85.7	799.26	1,317.07
Equipment:		Special Layout No. 1		126.17	8.66	.....	.....	51.58	74.59
		Special Layout No. 2		916.89	69.17	.....	.....	338.52	578.37
		Special Layout No. 3		509.43	40.46	.....	.....	258.09	251.34
	19	Span Type A		116.85	3.80	.....	25	28.26	88.59
	28	Span Type A-1		176.68	5.60	.....	25	42.77	133.91
	1	Span Type A-2		6.06	.20	.....	25	1.47	4.59
	3	Span Type A-3		19.89	.60	.....	25	4.82	15.07
	37	Span Type A-4		223.85	7.40	.....	25	54.11	169.74
	6	Span Type A-5		39.42	2.10	.....	25	9.33	30.09
	3	Span Type A-6		20.52	1.50	.....	25	4.76	15.76
	2	Span Type A-7		11.68	.70	.....	25	2.75	8.93
	2	Span Type A-8		11.16	.40	.....	25	2.69	8.47
	1	Span Type B		14.24	1.20	.....	25	3.26	10.98
	3	Span Type B-1		43.20	3.60	.....	25	9.90	33.30
	10	Span Type C		95.10	24.90	.....	25	17.55	77.55
	1	Span Type C-1		9.52	2.49	.....	25	1.76	7.76
	1	Span Type C-2		12.00	3.95	.....	25	2.01	9.99
	6	Span Type C-3		74.88	26.34	.....	25	12.14	62.74

OVERHEAD TROLLEY CONSTRUCTION.

Evanston Ave., Irving Park Boulevard to Devon Avenue.

SECTION NO. 1—Continued.

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
	1	Span Type C-4		$ 12.94	$ 4.53		25	$ 2.10	$10.84
	1	Span Type C-5		13.44	4.97		25	2.12	11.32
	1	Span Type C-6		12.32	4.10		25	2.06	10.26
	1	Span Type F-1		8.85	2.49		25	1.59	7.26
Lightning Arresters	2	Garton		12.00			25	3.00	9.00
Guy Wire	898	Ft. Stranded 5, 16 in.		7.18			25	1.80	5.38
Guy Wire	1,060	Ft. Stranded 1 4 in.		6.89			25	1.72	5.17
Guy Wire	1,050	Ft. Solid No. 4		4.31			25	1.08	3.23
Guy Wire	4,303	Ft. Solid No. 8 (Guard Net)		18.51			25	4.63	13.88
W. P. Wire	48	Ft. Stranded 4 0		5.66	3.50		25	.54	5.12
Trough Wire	178	Ft.		71.20			25	17.80	53.40
"Car Stop" Signs	2			2.09			25	.50	1.50
Hangers	29	Barn		11.60			25	2.90	8.70
Hangers	2	Straight Line		.80			25	.20	.60
Hangers	2	Feeder		.70	.10		25	.15	.55
Trolley Ears	31	Clinch 12 in.		7.75	3.10		25	1.16	6.59
Ears	4	Splicing 15 in.		2.00	1.00		25	.25	1.75
Sleeves	3	Splicing 10 in		1.20	.18		25	.26	.94
Pole Bands	2	Solid 2-bolt		.50			25	.13	.37
Brooklyns	4	Mall. Iron, Medium		2.40			25	.60	1.80
Strains	19	Wood 1-1/4 in.		2.85			25	.71	2.14
Strains	9	Globe 2-1 2 in.		2.25			25	.56	1 69
Knobs	31	Porcelain		4.65			25	1.16	3.49
Turnbuckles	2	W. I. 6 in.		.60			25	.15	.45
Anchor Rods and Guys	2	1-1/2 in.		30.00	4.00		25	6.50	23.50
Labor on Trolley 35,870 ft. at .01 per ft. of wire				358.70			85.7	207.41	51 29
				$11,270.89	$1,953.96			$4,003.52	$7,267.37

OVERHEAD TROLLEY CONSTRUCTION.

Devon Avenue, Evanston Avenue to North Clark St.

SECTION NO. 2.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd.	% Dep.	Dep.	Present Value
Poles	21	Iron	4-5-6-28′	$ 437.43	$ 38.85	1893	40	$159.43	$ 278.00
Poles	21	Wood	7 in. -40′	241.50	21.00	1904	30	66.15	175.35
Trolley Wire									
North	2,900 ft.	(.549 mi.)	2 0	171.10	80.28	1905	†	90.82	80.28
South	2,900 ft.	(.549 mi.)	2 0	171.10	95.70	1905	79.3	59.79	111.31
Equipment:									
Special Layout No. *4.			.....	380.13	31.20	....	....	114.58	265.55
2 Span type D			.....	10.54	.40	....	25	2.54	8.00
1 Span type D-1			.....	5.39	.35	....	25	1.26	4.13
6 Span type D-2			.....	34.20	1.20	....	25	8.25	25.95
5 Span type D-3			.....	27.15	1.00	....	25	6.54	20.61
1 Span type D-4			.....	5.95	.50	....	25	1.36	4.59
1 Span type E			.....	17.73	3.76	....	25	3.49	14.24
1 Span type F			.....	9.40	2.49	....	25	1.73	7.67
1 Span type F-2			.....	8.77	2.49	....	25	1.57	7.20
1 Span type F-3			.....	9.96	2.86	....	25	1.78	8.18
2 Span type F-4			.....	18.46	5.72	....	25	3.19	15.27
Lightning Arrester 1		Garton	.....	6.00	.....	....	25	1.50	4.50
Guy Wire	115 ft.	Stranded	5 16 in.	.92	.....	....	25	.23	.69
Guy Wire	130 ft.	Stranded	1/4 in.	.85	.....	....	25	.21	.64
Labor on Trolley:									
North (2,900 feet) at .01 per foot of wire.....				29.00	.....	....	...	29.00	.....
South (2,900 feet) at .01 per foot of wire				29.00	.....	....	79.3	23.00	6.00
				$1614.58	$287.80			$576.42	$1038.16

*Outside Interests.
†Excessive wearing value.

OVERHEAD TROLLEY CONSTRUCTION.

North Clark St., Devon Avenue to Howard Avenue, City Limits.

SECTION NO. 3.

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	68	Iron	4-5-6-28′	$ 1,416.44	$ 125.80	1893	40	$ 516.26	$ 900.18
Poles	14	Iron	5-6-7-30′	434.00	35.00	1904	12½	49.88	384.12
Poles	3	Iron	6-7-8-31′	109.65	9.90	1900	22½	22.44	87.21
Poles	1	Iron	5-6-30′	27.47	2.05	1904	12½	3.18	24.29
Poles	4	Steel	6-7-10-33′	169.16	16.28	1909	0	.....	169.16
Poles	*44	Wood	7″-40′	506.00	44.00	1904	30	138.60	367.40
Poles	1	Wood	6″-20′	3.80	1.00	1904	30	.84	2.96
Trolley Wire 15,719 ft. (2.977 mi.).			2 0	927.42	518.73	1905	79.3	324.09	603.33
Equipment:		10 Span Type A		66.30	2.00	.....	25	16.08	50.22
		2 Span Type A-9		12.94	.40	.....	25	3.14	9.80
		2 Span Type A-10		13.04	.70	.....	25	3.09	9.95
		1 Span Type A-11		6.42	.35	.....	25	1.52	4.90
		2 Span Type A-17		12.52	.40	.....	25	3.03	9.49
		3 Span Type C		28.53	7.47	.....	25	5.27	23.26
		1 Span Type C-1		9.52	2.49	.....	25	1.76	7.76
		1 Span Type C-7		10.69	2.91	.....	25	1.95	8.74
		25 Span Type D-3		135.75	5.00	.....	25	32.69	103.06
		2 Span Type D-4		11.90	1.00	.....	25	2.73	9.17
		2 Span Type D-5		11.38	.70	.....	25	2.67	8.71
		2 Span Type D-6		11.06	.40	.....	25	2.67	8.39
		1 Span Type D-7		5.59	.20	.....	25	1.35	4.24
		2 Span Type E-1		27.02	2.40	.....	25	6.16	20.86
		6 Span Type F		56.40	14.94	.....	25	10.37	46.03
		3 Span Type F-4		27.69	8.58	.....	25	4.78	22.91
		1 Span Type F-5		10.28	3.01	.....	25	1.82	8.46
Lightning Arrester		1 Garton		6.00	.....	.....	25	1.50	4.50
Guy Wire		200 ft. Stranded 1-2 in.		3.30	.....	.....	25	.83	2.47
Guy Wire		135 ft. Stranded 5-16 in.		1.08	.....	.....	25	.27	.81
Guy Wire		344 ft. Stranded 1-4 in.		2.24	.....	.....	25	.56	1.68
Guy Wire		135 ft. Solid No. 6		.42	.....	.....	25	.11	.31
Labor on Trolley, 15,719 ft. at .01 per ft. of wire				157.19	.....	.....	79.3	124.65	32.54
				$ 4,221.20	$ 805.71			$ 1,284.29	$ 2,936.91

*Outside Interests.

OVERHEAD TROLLEY CONSTRUCTION

Montrose Ave. from Evanston Ave. to 46th Ave.

SECTION NO. 4

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Pole	1	Iron	6-7-8-33′	$ 32.30	$ 3.45	1897	30	$ 8.66	$ 23.64
Poles	196	Iron	5 6-7-30′	5,007.80	490.00	1897	30	1,355.34	3,652.46
Poles	4	Iron	5-6 7 33′	108.44	11.00	1897	30	29.23	79.21
Poles	192	Iron	5-6-30′	4,227.84	393.60	1897	30	1,150.27	3,077.57
Poles	3	Wood	7 in.-35′	30.45	3.00	1897	65	17.84	12.61
Pole	1	Wood	6 in.-35′	8.50	1.00	1897	65	4.88	3.62
Pole	1	Wood	8 in.-35′	11.50	1.00	1897	65	6.83	4.67
Trolley Wire, 41,016 ft. (7.77 miles)			1 0	1,927.75	1,107.43		40.4	331.41	1,596.34
Trolley Wire, 7,930 ft. (1.49 miles)			2 0	467.87	261.69		23.0	47.42	420.45
Equipment:									
		Special Layout No. 5		87.61	6.50			31.78	55.83
		Special Layout No. *6		41.12	5.00			9.03	32.09
		Special Layout No. 7		187.91	16.40			63.17	124.74
		Special Layout No. 8		112.48	11.45			35.89	76.59
		Special Layout No. 9		172.43	11.55			67.49	104.94
		Special Layout No. 10		233.10	19.90			85.72	147.38
		145 Spans Type A		891.75	29.00		25	215.69	676.06
		1 Span Type A-6		6.84	.50		25	1.59	5.25
		9 Spans Type A-9		58.23	1.80		25	14.11	44.12
		14 Spans Type A-11		89.88	4.90		25	21.25	68.63
		1 Span Type A-16		6.55	.20		25	1.59	4.96
		2 Spans Type A-18		16.10	1.00		25	3.78	12.32
		1 Span Type B-2		14.55	1.20		25	3.34	11.21
		1 Span Type C-7		10.69	2.91		25	1.95	8.74
		2 Spans Type C-10		14.94	2.76		25	3.05	11.89
		3 Spans Type C-11		22.86	4.14		25	4.68	18.18
		3 Spans Type C-12		23.82	4.41		25	4.85	18.97
		2 Spans Type C-13		16.08	2.76		25	3.33	12.75
		4 Spans Type C-14		33.84	5.88		25	6.99	26.85
		1 Span Type C-15		8.36	1.47		25	1.72	6.64
		2 Spans Type C-16		15.88	2.94		25	3.24	12.64

OVERHEAD TROLLEY CONSTRUCTION.

Montrose Ave. from Evanston Ave. to 46th Ave.

SECTION No. 4— Continued.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
		3 Spans Type C-17		$ 23.97	$ 4.14		25	$ 4.96	$ 19.01
		1 Span Type C-18		8.20	1.68		25	1.63	6.57
		1 Span Type C-19		8.25	1.47		25	1.70	6.55
		1 Span Type D-8		6.27	.50		25	1.44	4.83
		1 Span Type G-2		5.08	.50		25	1.15	3.93
		1 Span Type G-3		4.73	.20		25	1.13	3.60
Pole Bands		32 Solid 2-Bolt		8.00			25	2.00	6.00
Brooklyns		34 Medium, Mall. Iron		20.40			25	5.10	15.30
Strains		6 Wood, $1\frac{1}{4}$ in		.90			25	.23	.67
Strains		7 Globe, $2\frac{1}{2}$ in		1.75			25	.44	1.31
Hanger		1 Straight Line		.40			25	.10	.30
Hanger		39 Barn		15.60			25	3.90	11.70
Ears		30 Clinch, 12 in		7.50	3.00		25	1.13	6.37
Ears		19 Splicing, 15 in		9.50	4.75		25	1.19	8.31
Ears		2 Double Strain, 15 in		.90	.20		25	.18	.72
Ears		2 Feed Tap, 12 in		.60	.20		25	.10	.50
Sleeve		1 Splicing, 10 in		.40	.06		25	.09	.31
Guy Wire		210 ft. Strained, $\frac{1}{2}$ in		3.47			25	.87	2.60
Guy Wire		590 ft. Strained, $\frac{5}{16}$ in		4.72			25	1.18	3.54
Guy Wire		2,260 ft. Steel, No. 6		7.01			25	1.75	5.26
Trough		225 ft. Wood		90.00			25	22.50	67.50
Hangers		12 for Trough Support		12.00			25	3.00	9.00
Lightning Arresters		4 Garton		24.00			25	6.00	18.00
Labor on Trolley		41,016 ft., .01 per ft. of wire		410.16			40.4	165.70	244.46
Labor on Trolley		7,930 ft., .01 per ft. of wire		79.30			23.0	18.24	61.06
				$14,640.58	$ 2,425.54			$ 3,781.83	$10,858.75

*Outside interests.

OVERHEAD TROLLEY CONSTRUCTION.

Lawrence Ave. from Evanston Ave. to Milwaukee Ave.

SECTION NO. 5.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	193	Iron	5-6-7-30′	$ 4,931.15	$ 482.50	1897	30	$ 1,334.60	$ 3,596.55
Poles	186	Iron	5-6-30′	4,095.72	381.30	1897	30	1,114.33	2,981.39
Poles	1	Iron	6-7-8-9-50′	55.66	6.00	1897	30	14.90	40.76
Poles	15	Iron	4-5-6-7-33′	472.20	40.50	1897	30	129.51	342.69
Poles	10	Iron	4-5-6-28′	208.30	18.50	1897	30	56.94	151.36
Poles	17	Iron	5-6-7-31½′	565.25	46.75	1897	30	155.55	409.70
Poles	1	Iron	4-5-6-7-40′	30.40	3.20	1897	30	8.16	22.24
Poles	25	Wood	7″-30′	212.50	25.00	1897	65	121.88	90.62
Trolley Wire, 25,409 ft. (4.79 miles)			1/0	1,194.22	686.04	1897	11.6	58.95	1,135.27
Trolley Wire, 9,483 ft. (1.78 miles)			1/0	445.70	256.04	1897	17.8	33.76	411.94
Trolley Wire, 15,925 ft. (3.01 miles)			1/0	748.48	429.98		(Unused)		748.48
Equipment:									
		Special layout No. 11		19.90	1.00			8.51	11.39
		Special layout *No. 12		170.06	17.43			54.40	115.66
		Special layout No. 13		139.71	13.32			42.99	96.72
		Special layout No. 14		401.36	35.25			134.26	267.10
		Special layout No. 15		105.54	8.68			37.55	67.99
		Special layout No. 16		67.31	6.39			28.54	38.77
		Special layout No. 17		111.80	11.49			37.03	74.77
		60 Span Type A		369.00	12.00		20	71.40	297.60
		8 Span Type A-12		50.32	2.80		20	9.50	40.82
		99 Span Type A-13		596.97	19.80		20	115.43	481.54
		6 Span Type A-14		33.30	1.20		20	6.42	26.88
		1 Span Type A-15		5.08	.20		20	.98	4.10
		11 Span Type A-16		72.05	2.20		20	13.97	58.08
		1 Span Type C		9.51	2.49		20	1.40	8.11
		1 Span Type C-7		10.69	2.91		20	1.56	9.13
		14 Span Type C-8		131.32	29.82		20	20.30	111.02
		3 Span Type C-9		26.70	5.73		20	4.19	22.51
		5 Span Type G		22.90	1.00		20	4.38	18.52
		1 Span Type G-1		5.10	.50		20	.92	4.18

OVERHEAD TROLLEY CONSTRUCTION.

Lawrence Ave. from Evanston Ave. to Milwaukee Ave.

SECTION NO. 5—Continued.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
		1 Span Type K-1		$ 5.17	$ 0.25		20	$ 0.98	$ 4.19
		1 Span Type N		4.34	.10		20	.85	3.49
		5 Span Type O		18.05	.50		20	3.51	14.54
		4 Span Type O-1		13.80	.40		20	2.68	11.12
Pole Bands		10 Solid, 2-bolt		2.50			20	.50	2.00
Brooklyns		1 Mall. Iron, Medium		.60			20	.12	.48
Hangers		3 Straight Line		2.40			20	.48	1.92
Ears		14 Clinch, 12 in		3.50	.84		20	.53	2.97
Ears		4 Dbl. Strain, 15 in		1.80	.40		20	.28	1.52
Ears		7 Splicing, 15 in		3.15	1.19		20	.39	2.76
Sleeves		3 Splicing, 10 in		1.20	.18		20	.20	1.00
Trough		80 Ft. Wood		32.00			20	6.40	25.60
Guy wire		1,156 Ft. Stranded $\frac{5}{16}$ in.		9.25			20	1.85	7.40
Guy wire		300 Ft. Stranded $\frac{1}{2}$ in.		4.95			20	.99	3.96
Guy wire		360 Ft. Solid, No. 6		1.12			20	.22	.90
Guy wire		600 Ft. Solid, No. 8		1.08			20	.22	.86
Lightning Arrester		1 Garton		6.00			20	1.20	4.80
Labor on Trolley, 25,409 ft. at .01 per ft. wire				254.09			11.6	29.47	224.62
Labor on Trolley, 9,483 ft. at .01 per ft. wire				94.83			17.8	16.88	77.95
Labor on Trolley, 15,925 ft. at .01 per ft. wire				159.25			Unused		159.25
				$15,927.28	$ 2,553.88			$ 3,690.06	$12,237.22

*Outside interests.

ELECTRICAL POWER DISTRIBUTION

OVERHEAD TROLLEY CONSTRUCTION.

Milwaukee Ave. from Logan Square to Lawrence Ave.

SECTION NO. 6

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	%	Dep.	Present Value.
Poles	116	Iron	6 7 8 30′	$ 3,992.72	$ 359.60	1908	2½	$ 90.83	$ 3,901.89
Poles (Milwaukee type)	119	Iron	3 4 5 6 30′	4,952.78	404.60	1893	40	1,819.27	3,133.51
Trolley Wire, 44,228 ft. (8.38 miles) 2 0				2,609.45	1,459.52	1905	70.2	807.25	1,802.20
Equipment:		Special Layout No. 18		419.20	34.25			162.04	257.16
		Special Layout No. 19		526.57	50.10			157.18	369.39
		Special Layout No. 20		163.48	11.90			78.44	85.04
		Special Layout No. 21		473.53	37.50			281.81	191.72
		16 Spans Type A		98.40	3.20		30	28.56	69.84
		28 Spans Type A-9		181.16	5.60		30	52.67	128.49
		2 Spans Type B-2		29.10	2.40		30	8.01	21.09
		12 Spans Type C		114.12	29.88		30	25.27	88.85
		82 Spans Type P		327.18	16.40		30	93.23	233.95
		8 Spans Type P-1		34.00	2.80		30	9.36	24.64
		1 Span Type P-2		4.52	.50		30	1.21	3.31
		21 Spans Type R		137.97	36.96		30	30.30	107.67
		1 Span Type R-1		6.89	2.06		30	1.45	5.44
		2 Spans Type R-2		12.02	3.10		30	2.68	9.34
		1 Span Type R-3		5.85	1.35		30	1.35	4.50
		3 Spans Type Q		40.62	3.50		30	10.93	29.09
Brooklyns		4 Medium Mall. Iron		2.40			30	.72	1.68
Strain		1 Wood 1¼ in		.15			30	.05	.10
Ears		8 Splicing 15 in		4.00	2.00		30	.60	3.40
Sleeves		2 Splicing 10 in		.80	.12		30	.20	.60
Gug Wire		490 Ft. Stranded 5 16 in		3.92			30	1.18	2.74
"Car Stop" Sign		1		1.00			30	.30	.70
Trough		200 Ft. Wood		80.00			30	24.00	56.00
Tee Trolley		200 Ft. Steel, 1½x2½ in		18.00			30	5.40	12.60
End Fittings		7 Bronze 3 lb		3.15	2.31		30	.25	2.90
Lamp Cluster		1 5-Light		2.50			30	.75	1.75
Lightning Arresters		2 Garton		12.00			30	3.60	8.40
Labor on Trolley 44,228 ft. at .01 per ft. of Wire				442.28			70.2	310.48	131.80
				$14,699.16	$ 2,469.75			$ 4,009.37	$10,689.79

OVERHEAD TROLLEY CONSTRUCTION

Lincoln Ave. from Belmont Ave. to Foster Ave.

SECTION NO. 7.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	236	Iron	6-7-8 30′	$ 5,123.12	$ 731.60	1907	5	$ 369.58	$ 7,753.54
Poles	1	Iron	6 7 8 9- 40′	46.52	4.75	1907	5	2.09	44.53
Poles	1	Iron	6 7-8- 35′	38.17	3.60	1907	5	1.73	36.44
Trolley Wire 11,784 ft. (2 31 miles) 2 0				695.26	348.22	1905	#	347.04	348.22
Trolley Wire 21,816 ft. (4 13 miles) 2 0				1,287.14	719.93	1905	97.7	554.16	732.98
Equipment:		Special Layout No. 22		653.57	54.49			58.08	595.49
		Special Layout No. 23		283.99	24.63			28.92	255.07
		Special Layout No. 24		390.17	36.23			29.03	361.14
		Special Layout No. 25		282.41	19.10			44.31	238.10
		1 Span Type A- 8		5.58	.20		20	1.08	4.50
		55 Span Type A- 9		355.85	11.00		20	68.97	286.88
		15 Span Type A-18		120.75	7.50		20	22.65	98.10
		11 Span Type A-19		74.47	3.85		20	14.13	60.34
		1 Span Type B		14.24	1.20		20	2.61	11.63
		4 Span Type B- 2		58.20	4.80		20	10.68	47.52
		30 Span Type C		285.30	74.70		20	42.12	243.18
		1 Span Type C-20		10.36	2.79		20	1.51	8.85
		1 Span Type C-21		10.05	2.89		20	1.43	8.62
Brooklyns		2 Medium Mall. Iron		1.20			20	.24	.96
Strains		4 Wood 1¼ in		.60			20	.12	.48
Hooks		2 W. I		.30			20	.06	.24
Hangers		2 Straight Line		.80			20	.16	.64
Hangers		1 Single Curve		.40			20	.08	.32
Hangers		1 Double Curve		.45			20	.09	.36
Hangers		43 Barn		17.20			20	3.44	13.76
Ears		49 Clinch, 12 in.		12.25	4.90		20	1.47	10.78
Ears		18 Splicing, 15 in		9.00	4.50		20	.90	8.10
Guy Wire		712 Ft. Stranded 5 16 in		5.70			20	1.14	4.56
Guy Wire		105 Ft. Solid No. 6		.33			20	.07	.26
"Car Stop" Signs		2		2.00			20	.40	1.60
Trough		284 Ft. Wood		113.60			20	22.72	90.88
Lightning Arresters		3 Garton		18.00			20	3.60	14.40
Labor on Trolley 11,784 ft. at .01 per ft. of Wire				117.84				117.84	
Labor on Trolley 21,816 ft. at .01 per ft. of Wire				218.16			97.7	213.14	5.02
				$13,253.08	$ 2,060.88			$ 1,965.59	$11,287.49

#Excessive wearing value.

ELECTRICAL POWER DISTRIBUTION

OVERHEAD TROLLEY CONSTRUCTION.

Robey St., Irving Park Blvd. to Balmoral Ave.; Balmoral Ave. from Robey St. to E. Ravenswood Park; E. Ravenswood Park from Balmoral Ave. to Rosehill Cemetery.

SECTION NO. 8.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	1	Iron	6-7 8 30′	$ 29.80	$ 3.10	1897	30	$ 8.01	$ 21.79
Poles	198	Iron	5-6-7- 30′	5,058.90	495.00	1897	30	1,369.17	3,689.73
Poles	8	Iron	4 5-6- 28′	166.64	14.80	1897	30	45.55	121.09
Poles	3	Iron	5-6 30′	66 06	6.15	1897	30	17.97	48.09
Trolley Wire 26,333 ft. (4.99 miles) 1 0				1,237.65	710.99	1897	81.3	428.17	869.48
Equipment:									
		Special Layout No. 26		307.79	26.42			114.15	193.64
		Special Layout No. 27		259.06	18.27			94.22	164.84
		Special Layout No. 28		127.11	10.19			49.31	77.80
		65 Spans Type A		399.75	13.00		35	135.36	264.39
		1 Span Type A- 6		6.84	.50		35	2.22	4.62
		7 Spans Type A- 9		45.29	1.40		35	15.36	29 93
		10 Spans Type A-11		64.20	3.50		35	21.25	42.95
		2 Spans Type A-12		12 58	.70		35	4.16	8 42
		1 Span Type A-16		6.55	.20		35	2.22	4.33
		5 Spans Type A-18		40.25	2.50		35	13.21	27.04
		1 Span Type B		14.24	1.20		35	4.56	9.68
		3 Spans Type C		28.53	7.47		35	7.37	21.16
		2 Spans Type C- 7		21.38	5 82		35	5.45	15.93
		3 Spans Type C- 8		28.14	6.39		35	7.61	20.53
		1 Span Type C-11		7.62	1.38		35	2.18	5.44
		1 Span Type C-13		8.04	1.38		35	2.33	5.71
		2 Spans Type C-14		16.92	2.94		35	4.89	12 03
		1 Span Type C-16		7.94	1.47		35	2.26	5.68
Pole Bands		6 Solid 2-Bolt		1.50			35	.53	.97
Strains		3 Wood 1¼ in		.45			35	.16	.29
Strains		15 Globe 2½ in		3.75			35	1.31	2.44
Knobs		7 Porcelain		1.05			35	.37	.68
Hangers		3 Straight Line		1.20			35	.42	.78

Hangers	10 Barn	4.00			35	1.40	2.60
Hangers	7 Single Curve	2.80			35	.98	1.82
Ears	8 Clinch 12 in.	2.00	.48		35	.53	1.47
Ears	5 Splicing 15 in.	2.25	.85		35	.49	1.76
Trough	36 ft. Wood	14.40			35	5.04	9.36
Anchor Rod and Guy	1 1¼ in.	15.00	2.00		35	4.55	10.45
Guy Wire	475 Ft. Stranded 5 16 in	3.80			35	1.33	2.47
Guy Wire	260 Ft. Stranded ½ in.	4.29			35	1.50	2.79
Guy Wire	125 Ft. Solid No. 6	.39			35	.14	.25
Guy Wire	640 Ft. Solid No. 9	1.15			35	.40	.75
Guy Wire	1,100 Ft. Solid No. 10	1.54			35	.54	1.00
Lightning Arresters	2 Garton	12.00			35	4.20	7.80
Labor on Wire 26,333 ft. at .01 per ft. of Wire		263.33			81.3	214.09	49.24
		$ 8,296.18	$ 1,338.10			$ 2,594.96	$ 5,701.22

OVERHEAD TROLLEY CONSTRUCTION.

Irving Park Blvd. from Ashland Ave. to Dunning.**.

SECTION NO. 9.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	2	Iron	5 6 7 33′	$ 63.46	$ 5.50	1896	32½	$ 18.84	$ 44.52
Poles	481	Iron	5 6 7 30′	14,511.77	1,202.50	1896	32½	4,325.51	10,186.26
Poles	31	Iron	5 6 7 30′	792.05	77.50	1896	32½	232.23	559.82
Poles	3	Wood	7″ 50′	51.00	3.00	1905	25	12.00	39.00
Trolley Wire,	59,217 ft. (11.22 mi.) 1 0			2,783.20	1,598.86	1896	#	1,184.34	1,598.86
**Trolley Wire,	4,006 ft. (.76 mi.) 1 0			188.28	108.16	1896	#	80.12	108.16
Equipment:									
		Special Layout No. 29		280.23	21.82			139.72	140.51
		Special Layout No. 30		89.13	7.42			39.68	49.45
		8 Spans Type A- 3		53.04	1.60		25	12.86	40.18
		16 Spans Type A- 9		103.52	3.20		25	25.08	78.44
		2 Spans Type A-14		11.10	.40		25	2.68	8.42
		73 Spans Type A-20		413.91	14.60		25	99.83	314.08
		2 Spans Type A-21		12.40	1.00		25	2.85	9.55
		39 Spans Type A-22		210.99	7.80		25	50.80	160.19
		61 Spans Type A-23		345.87	12.20		25	83.42	262.45
		1 Span Type B- 2		14.55	1.20		25	3.34	11.21
		3 Spans Type B- 3		41.28	3.60		25	9.42	31.86
		3 Spans Type C		28.53	7.47		25	5.27	23.26
		10 Spans Type C- 3		124.80	43.90		25	20.23	104.57
		9 Spans Type C-22		92.79	28.98		25	15.95	76.84
		14 Spans Type C-23		147.28	45.08		25	25.55	121.73
		1 Span Type D- 7		5.59	.20		25	1.35	4.24
		1 Span Type G- 4		5.01	.20		25	1.20	3.81
**½ Value		26 Spans Type A-23		73.71	2.60		25	17.78	55.93
**½ Value		5 Spans Type C-22		25.78	8.05		25	4.43	21.35
Pole Bands		13 Solid 2-Bolt		3.25			25	.81	2.44
Brooklyns		3 Medium, Mall. Iron		1.80			25	.45	1.35
Strains		19 Wood, 1¼ in.		2.85			25	.71	2.14

**North track West of 60th Ave. outside City Limits.
#Excessive wearing value.

Strains	9 Globe, 2½ in.	2.25		25	.56	1.69
Strains	3 Loop	.60		25	.15	.45
Eyebolts	14 Steel, ½ in. x 12 in.	.70		25	.18	.52
Hangers	8 Barn	3.20		25	.80	2.40
Guy Wire	931 ft. Stranded, 5 16 in.	7.45		25	1.86	5 59
Guy Wire	400 ft. Stranded, ¼ in.	6 60		25	1.65	4.95
Guy Wire	2,200 ft. Solid No. 10	3.08		25	.77	2.31
Tee Trolley	379 ft. Steel, 1½ in. x 2 in.	34.11		25	8.53	25.58
Trough	419 ft., Wood	167 60		25	41.90	125 70
Guy Rod and Anchor	1 Wrought Iron 1¼ in.	15.00	2.00	25	3.25	11.75
Guy Anchor	1 Miller 14 in.	2 50		25	.63	1.87
Turnbuckle	2 Iron 12 in.	.60		25	.15	.45
Knobs	27 Porcelain	4.05		25	1.01	3 04
Lightning Arresters	3 Garton	18.00		25	4 50	13 50
Labor on Trolley 59,217 ft. at .01 per ft. of wire		592.17			592 17	
**Labor on Trolley 4,066 ft. at .01 per ft. of wire		40 06			40.06	
		$21,375 14	$3,208 84		$7,114.62	$14,260.52

**North track West of 60th Ave. outside City Limits.

OVERHEAD TROLLEY CONSTRUCTION.

Belmont Ave. from Halsted St. to Milwaukee Ave. (omitting from Ashland Ave. to Robey St.)

SECTION NO. 10.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	86	Iron	5-6-7- 30′	$2,594.62	$ 215.00	1894	37 5	$ 892.36	$1,702.26
Poles	56	Iron	5-6-7 30′	1,689.52	140.00	1897	30	464.86	1,224.66
Poles	136	Iron	5-6-7- 30′	3,474.80	340.00	1897	30	940.44	2,534.36
Trolley Wire 18,352 ft. (3.48 mi.) 2 0				1,082.77	605.62	1908	14.4	68.71	1,014.06
Trolley Wire 17,250 ft. (3.27 mi.) 1 0				810.75	465.75	1895	75.0	258.75	552.00
Equipment:									
		Special Layout *No. 31		242.93	19.25			101.96	140.97
		Special Layout *No. 32		328.57	30.79			149.34	179.23
		Special Layout *No. 33		330.86	31.54			149.81	181.05
		Special Layout *No. 34		291.25	26.31			126.03	165.22
		Special Layout *No. 35		669.00	60 43			241.60	428.00
		Special Layout No. 36		66 95	7.15			17.94	49.01
	83	Spans Type A		510.45	16.60		30	148.16	362.29
	2	Spans Type A- 7		11.68	.70		30	3.29	8.39
	5	Spans Type A- 8		27.90	1.00		30	8.07	19.83
	3	Spans Type A- 9		19.41	.60		30	5.64	13.77
	17	Spans Type A-11		109.14	5.95		30	30.96	78.18
	1	Span Type A-16		6.55	.20		30	1.91	4.64
	4	Spans Type A-18		32 20	2.00		30	9.06	23.14
	3	Spans Type B		42.72	3.60		30	11.74	30.98
	3	Spans Type B- 4		30.60	2.10		30	8.55	22.05
	3	Spans Type C		28.53	7.47		30	6.32	22.21
	1	Span Type C- 3		12.48	4.39		30	2.43	10.05
	1	Span Type C- 4		12.94	4.53		30	2.52	10.42
	1	Span Type C- 7		10.69	2.91		30	2.33	8.36
	2	Spans Type C- 8		18.76	4.26		30	4.35	14.41
	6	Spans Type C-11		45.72	8 28		30	11.23	34.49
	2	Spans Type C-15		16.72	2.94		30	4.13	12.59
	1	Span Type C-16		7.94	1.47		30	1.94	6.00
	1	Span Type C-17		7.99	1.38		30	1.98	6.01

*Outside interests.

	2 Spans Type C-20	20.72	5.58		30	4.54	16.18
Pole Bands	24 Solid 2-Bolt	6.00			30	1.80	4.20
Brooklyns	7 Medium, Mall. Iron	4.20			30	1.26	2.94
Strains	2 Wood, $1\frac{1}{4}$ in.	.30			30	.09	.21
Strains	21 Globe, $2\frac{1}{2}$ in.	5.25			30	1.58	3.67
Hanger	1 Straight Line	.40			30	.12	.28
Hanger	40 Barn	16.00			30	4.80	11.20
Ears	40 Clinch, 12 in.	10.00	4.00		30	1.80	8.20
Ears	7 Splicing, 15 in.	3.50	1.75		30	.53	2.97
Guy Wire	925 Ft. Stranded, 5/16 in.	7.40			30	2.22	5.18
Guy Wire	420 Ft. Stranded, $\frac{1}{2}$ in.	6.93			30	2.08	4.85
Guy Wire	115 Ft. Solid No. 6	.36			30	.11	.25
Cross Arms	4 Iron, 2-pin	6.00			30	1.80	4.20
Cross Arms	2 Wood, 2-pin	.50			30	.15	.35
Lightning Arresters	3 Wort	18.00			30	5.40	12.60
Insulators	6 Porcelain, 2-wire	.60			30	.18	.42
Clevis	8 Wrought Iron, 4 lb.	.96			30	.29	.67
Trough	280 ft., Wood	112.00			30	33.60	78.40
Trough Hangers	32 Cast Iron	32.00			30	9.60	22.40
Labor on Trolley, 18,352 ft. at .01 per ft. of wire		183.52			14.4	26.43	157.09
Labor on Trolley, 17,080 ft. at .01 per ft. of wire		170.80			75.0	128.10	42.70
		$13,139.88	$2,377.87			$3,902.29	$9,237.59

OVERHEAD TROLLEY CONSTRUCTION.

Western Ave. from Roscoe St. to Elston Ave.

SECTION NO. 11

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep	Dep	Present Value
Poles	3	Iron	6 7-8- 30′	$ 89.40	$ 9.30	1907	5	$ 4.00	$ 85.40
Poles	41	Iron	5 6-7- 30′	1,047.55	102.50	1895	35	330.77	716.78
Poles	5	Wood	7″ 40′	57.50	5.00	1895	75	39.38	18.12
Poles	* 3	Wood	7″ 40′	34.50	3.00	1907	15	4.73	29.77
Trolley Wire 5,649 ft. (1.06 miles)			2 0	333.29	186.41	1907	78.8	115.74	217.55
Trolley Wire 3,044 ft. (.576 miles)			2 0	179.60	100.45	1909	4.7	3.72	175.88
Equipment:									
		Special Layout No. 37		1,157.26	151.74			124.44	1,032.82
		Special Layout No. 38		219.31	17.65			103.70	115.61
		13 Span Type A-9		84.11	2.60		25	20.38	63.73
		1 Span Type A-18		8.05	.50		25	1.89	6.16
		4 Span Type C		38.04	9.96		25	7.02	31.02
		6 Span Type D-2		34.20	1.20		25	8.25	25.95
		2 Span Type F-4		18.46	5.72		25	3.19	15 27
Lightning arresters		2 Garton		12.00			25	3.00	9.00
Labor on trolley, 5,649 ft. at .01 per ft				56.49			78.8	44.51	11.98
Labor on trolley, 3,044 ft. at .01 per ft				30.44			4.7	1.43	29.01
				$ 3,400.20	$ 596.03			$ 816.15	$ 2,584.05

*Outside interests.

OVERHEAD TROLLEY CONSTRUCTION.

North 40th Ave. from Elston Ave. to Bohemian Cemetery.

SECTION NO. 12.

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	1	Iron	4-5 6 28′	$ 20.83	$ 1.85	1897	30	$ 5.69	$ 15.14
Poles	5	Wood	8″ 45′	68.00	5.00	1897	65	40.95	27.05
Poles	*46	Wood	8″ 40′	529.00	46.00	1897	65	313.95	215.05
Poles	* 2	Wood	8″ 35′	23.00	2.00	1897	65	13.65	9.35
Poles	* 6	Wood	7″ 40′	69.00	6.00	1897	65	40.95	28.05
Poles	15	Wood	7″ 35′	152.25	15.00	1905	25	34.31	117.94
Poles	31	Wood	7″ 35′	314.65	31.00	1897	65	184.37	130.28
Trolley wire 13,756 ft. (2.60 miles)			2 0	811.60	453.95		70.8	253.22	558.38
Equipment:									
		Special Layout No. 39		109.00	8.76			25.07	83.93
	1	Span Type D-3		5.43	.20		25	1.31	4.12
	1	Span Type G-1		5.10	.50		25	1.15	3.95
	36	Span Type G-4		180.36	7.20		25	43.29	137.07
	4	Span Type G-5		18.76	.80		25	4.49	14.27
	1	Span Type G-6		5.46	.50		25	1.24	4.22
	4	Span Type G-8		20.92	1.40		25	4.88	16.04
	2	Span Type H		13.84	3.30		25	2.64	11.20
	4	Span Type H-4		28.08	7.52		25	5.14	22.94
Brooklyns	1	Malleable I. medium		.60			25	.15	.45
Splice sleeve	1		16″	.60	.10		25	.13	.47
Car signs	3	"Stop Here"		3.00			25	.75	2.25
Guy wire	221′	Str. Iron	1-4″	1.46			25	.37	1.09
Lightning arresters	1	Garton		6.00			25	1.50	4.50
Labor on trolley, 13,756 ft. at .01 per ft. wire				137.56			70.8	97.39	40.17
				$ 2,524.50	$ 591.08			$ 1,076.59	$ 1,447.91

*Outside interests.

OVERHEAD TROLLEY CONSTRUCTION.

Elston Ave. from Milwaukee Ave. to Montrose Ave.

SECTION NO. 13.

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	1	Iron	4-5-6- 28′	$ 20.83	$ 1.85	1909	0	.....	$ 20.83
Poles	2	Iron	6-7-8-9- 50′	111.32	12.00	1905	10	$ 9.93	101.39
Poles	1	Iron	6-7-8-9- 45′	50.92	5.35	1905	10	4.56	46.36
Poles	10	Iron	5-6-7- 35′	282.70	29.00	1905	10	25.37	257.33
Poles	2	Iron	5-6-7- 30′	51.10	5.00	1905	10	4.61	46.49
Poles	1	Iron	4 5-6- 35′	23.87	2.30	1894	37-1/2	8.09	15.78
Poles	1	Iron	4-5-6- 28′	20.83	1.85	1894	37-1/2	7.12	13.71
Poles	76	Wood	8″ 30′	771.40	76.00	1905	25	173.85	597.55
Poles	52	Wood	7″ 35′	527.80	52.00	1905	25	118.95	408.85
Poles	*68	Wood	7″ 40′	782.00	68.00	1905	25	178.50	603.50
Poles	*225	Wood	7″ 50′	3,825.00	225.00	1905	25	900.00	2,925.00
Poles	12	Wood	7″ 45′	163.20	12.00	1905	25	37.80	125.40
Poles	3	Wood	7″ 60′	63.00	3.00	1905	25	15.00	48.00
Poles	20	Wood	6″ 30′	118.00	20.00	1905	25	24.50	93.50
Trolley wire, 69,570 ft. (13.17 miles).....			2/0	4,104.63	2,295.81	1907	53.7	971.34	3,133.29
Equipment:		Special Layout	*No. 40.....	430.62	38.65	.....	.....	135.68	294.94
		Special Layout	No. 41.....	76.10	5.20	.....	.....	14.11	61.99
		Special Layout	No. 42.....	348.04	27.50	.....	.....	115.70	232.34
		Special Layout	No. 43.....	21.78	1.60	.....	.....	6.58	15.20
		Special Layout	No. 44.....	178.41	13.43	.....	.....	45.38	133.03
		Special Layout	*No. 45.....	378.39	28.61	.....	.....	140.92	237.47
		Special Layout	No. 46.....	361.06	26.60	.....	.....	75.25	285.81
		Special Layout	No. 47.....	51.32	2.70	.....	.....	11.94	39.38
		Special Layout	*No. 48.....	225.04	20.55	.....	.....	81.10	143.94
		Special Layout	No. 49.....	204.96	18.33	.....	.....	121.24	83.72
		Special Layout	No. 50.....	395.44	38.84	.....	.....	155.32	240.12
		Special Layout	*No. 51.....	628.45	55.12	.....	.....	227.98	400.47
		Special Layout	No. 52.....	771.99	64.08	.....	.....	246.42	525.57
		Special Layout	No. 53.....	213.21	16.95	.....	.....	64.20	149.01
		3 Span Type	D-3.....	16.29	.60	.....	35	5.49	10.80
		1 Span Type	D-4.....	5.95	.50	.....	35	1.91	4.04
		2 Span Type	D-5.....	11.38	.70	.....	35	3.74	7.64
		3 Span Type	D-7.....	16.77	.60	.....	35	5.66	11.11

	2 Span Type D-9	10	22	.40	35	3.44	6.78
	3 Span Type D-10	14	73	.60	35	4.95	9.78
	1 Span Type D-11	6	25	.20	35	2.12	4.13
	1 Span Type F-2	8	77	2.49	35	2.20	6.57
	1 Span Type F-4	9	23	2.86	35	2.23	7.00
	1 Span Type F-5	10	28	3.01	35	2.54	7.74
	1 Span Type G-1	5	10	.50	35	1.61	3.49
	137 Span Type G-4	686	37	27.40	35	230.64	455.73
	12 Span Type G-5	56	28	2.40	35	18.86	37.42
	1 Span Type G-6	5	46	.50	35	1.74	3.72
	10 Span Type G-7	50	20	2.00	35	16.87	33.33
	5 Span Type G-8	26	15	1.75	35	8.54	17.61
	1 Span Type G-9	4	64	.20	35	1.55	3.09
	2 Span Type G-10	10	14	.70	35	3.30	6.84
	11 Span Type H	76	12	18.15	35	20.29	55.83
	14 Span Type H-1	126	70	36.96	35	31.41	95.29
	3 Span Type H-2	20	97	4.95	35	5.61	15.36
	2 Span Type H-3	15	64	4.16	35	4.02	11.62
	13 Span Type H-4	91	26	24.44	35	23.39	67.87
	1 Span Type H-5	6	80	1.88	35	1.72	5.08
	3 Span Type I	38	85	3.60	35	12.34	26.51
	3 Span Type I-1	39	15	3.60	35	12.44	26.71
	1 Span Type I-2	13	04	1.20	35	4.14	8.90
Eyebolts	4 Insulated 5/8 x 18″		64		35	.22	.42
Strains	2 Wood, 1-1/4 x 9-1/2″		30		35	.11	.19
Hangers	27 Barn	10	80		35	3.78	7.02
Ears	27 Clinch 12″	6	75	2.70	35	1.42	5.33
Ears	9 Splicing 15″	4	50	2.25	35	.79	3.71
Sleeves	2 Slpicing 10″		80	.12	35	.24	.56
Sleeves	1 Splicing 16″		60	.10	35	.18	.42
Clevis	2 Iron, 4 lbs		24		35	.08	.16
Cross arms	2 Iron, 2-pin	3	00		35	1.05	1.95
Trolley trough	432′ Wood	172	80		35	60.48	112.32
"Tee" trolley	256′ Steel	23	04		35	8.06	14.98
"Car Stop" sign	1	1	00		35	.35	.65
Feed wire	500′ W. P., 2/0	38	50	22.50	35	5.60	32.90
Lightning arresters	2 Garton	12	00		35	4.20	7.80
Labor on trolley, 69,570 ft. at .01 per ft. of wire		695	70		53.7	373.59	322.11
*Outside interests.		$17,554	82	$ 3,341.54		$ 4,814.34	$12,740.48

OVERHEAD TROLLEY CONSTRUCTION.

California Ave. from Belmont Ave. to Roscoe St.

SECTION NO. 14.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When inst'd	% Dep.	Dep.	Present Value
Poles	20	Wood	8″ 40′	$ 230.00	$ 20.00	1894	80	$ 168.00	$ 62.00
Trolley wire, 4,115 ft. (.77 miles)			1 0	193.41	111.11	1895	33.8	27.82	165.59
Equipment:									
		Special Layout No. 71		430.64	30.54			183.83	246.81
		8 Span Type G-11		39.12	1.60		25	9.38	29.74
		2 Span Type G-12		10.32	.70		25	2.41	7.91
		1 Span Type H- 6		6.50	1.40		25	1.28	5.22
Labor on trolley	4,115 ft. at .01 per ft. wire			41.15			33.8	13.91	27.24
				$ 951.14	$ 165.35			$ 406.63	$ 544.51

OVERHEAD TROLLEY CONSTRUCTION.

Clybourn Place from Elston Ave. to Clybourn Ave.

SECTION NO. 15.

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	32	Iron	5-6 7 30′	$ 817.60	$ 80.00	1895	35	$ 258.16	$ 559.44
Trolley wire, 3,170 ft. (.60 miles)			1 0	148.99	85.59	1896	6-1 2	4.12	144.87
Equipment:									
		Special Layout *No. 54		261.72	26.09			110 75	150 97
Pole Bands	22	Solid, 2-bolt		5.50			40	2.20	3.30
Brooklyns	28	Mall. Iron, medium		16.80			40	6.72	10 08
Strains	3	Wood, 1-1 4″ x 9-1 2″		.45			40	18	27
Strains	12	Globe, 2-1 2″		3.00			40	1 20	1 80
Hangers	12	St. Line Type A.W.E.		4.80			40	1 92	2 88
Hangers	7	Feeder		2 45	.35		40	84	1 61
Section insulators	3	W. E. No. 100166		13.50	1 80		40	4 68	8 82
Ears	14	Clinch, 12″		3.50	.84		40	1 06	2 44
Ears	2	Anchor, 12″		.90	.20		40	28	.62
Ears	2	Strain, 15″ double		.90	.20		40	28	.62
Ears	1	Splice, 15″		.45	.17		40	.11	.34
Guy Wire	483′	Str. Iron, 5 16″		3 86			40	1 54	2 32
Cross-arms	4	Mall. iron, 4-pin, 4″		8 20			40	3 28	4 92
Wire	101′	Copper W. P. 2 0		7 78	4.55		40	1 29	6 49
Clevis	4	Wrt. iron, No. 4.		.48			40	19	.29
Latticed steel bridge poles	2	with bracket		70 00	6 80		10	6 32	63 68
Latticed steel bridge poles	2	with bracket		120 00	10 90		10	10 91	109 09
Latticed steel bridge poles	4	for counterweights		400 00	45 60		10	35 44	364 56
Special trolley guide, steel				25 00	1 25		10	2 38	22 62
Labor on trolley 3,170 ft. at .01 per ft. of wire				31.70			6-1 2	2 06	29 64
				$ 1,947 58	$ 264 34			$ 455 91	$ 1,491 67

*Outside interests.

OVERHEAD TROLLEY CONSTRUCTION.

Crosby St. from Larrabee St. to Division St.

SECTION NO. 16.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	24	Iron	5 6 7 30′	$ 613 20	$ 60 00	1895	35	$ 193 62	$ 419 58
Trolley wire, 3,900 ft.	.738 miles*		1 0	183 30	105 30	1895		78 00	105 30
Equipment:									
		Special Layout *No. 55		232 95	22 88			105 04	127 91
		Special Layout *No. 56		341 10	30 69			155 21	185 89
		Special Layout *No. 57		251 93	23 30			114 32	137 61
		8 Span Type A-9		51 76	1 60		50	25 08	26 68
		1 Span Type B		14 24	1 20		50	6 52	7 72
		1 Span Type C		9 51	2 49		50	3 51	6 00
		1 Span Type C-7		10 69	2 91		50	3 89	6 80
		1 Span Type C-19		8 25	1 47		50	3 39	4 86
Pole Bands		1 Solid 2-bolt		25			50	.13	.12
Brooklyns		1 Mall. Iron, Medium		60			50	.30	.30
Guy Wire		240 ft. Str. Iron, $\frac{5}{8}$ in.		2 40			50	1 20	1 20
Iron Pipe		14 ft. W. I., 3 in		3 15			50	1 58	1 57
Pipe Clamp		1 C. I., 6 lbs		18			50	.09	.09
Labor on Trolley		3,900 ft. at .01 per ft. of wire		39 00				39.00	.....
				$ 1,762.51	$ 251 84			$ 730 88	$ 1,031.63

*Excessive wearing value.
*Outside interests.

OVERHEAD TROLLEY CONSTRUCTION.

Kingsbury St. from Erie St. to Chicago Ave.

SECTION NO. 17.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	16	Iron	5-6 7-30′	$ 482.72	$ 40.00	1895	35	$ 154.95	$ 327.77
Trolley Wire, 1,910 ft. (.36 mile) 1 0				89.77	51.57	1895	#	38.20	51.57
Equipment:									
		Special Layout *No. 58		186 18	14.69			85 75	100.43
		Special Layout No. 59		167.85	11.08			78.39	89.46
		7 Spans Type A-9		45.29	1.40		50	21.95	23.34
		1 Span Type B		14.24	1.20		50	6.52	7.72
Labor on Trolley 1,910 ft. at .01 per ft. of Wire				19.10					
				$ 1,005.15	$ 119.94			$ 404 86	$ 600.29

#Excessive wearing value.
*Outside interests.

OVERHEAD TROLLEY CONSTRUCTION.

Erie St. from Franklin St. to Kingsbury St.

SECTION NO. 18.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	22	Iron	5-6-7-30′	$ 663.74	$ 55.00	1895	35	$ 213.06	$ 450.68
Trolley Wire, 3,005 ft. (.569 mile) 1/0				141.24	81.14	1895	#	60.10	81.14
Equipment:									
		Special Layout *No. 60		141.58	10.59	.....	.....	65.50	76.08
		8 Spans Type A-9		51.76	1.60	.....	50	25.08	26.68
		3 Spans Type C-12		23.82	4.41	.....	50	9.71	14.11
Guy Wire		136 Ft. Stranded 5/16″		1.09	.....	.....	80	.87	.22
Lightning Arresters		2 Garton		12.00	.....	.....	80	9.60	2.40
Labor on Trolley 3,005 ft. at .01 per ft. of Wire				30.05	.....	.....	.....	30.05	.....
				$ 1,065.28	$ 152.74	.....	.....	$ 413.97	$ 651.31

#Excessive wearing value.
*Outside interests.

OVERHEAD TROLLEY CONSTRUCTION.

Franklin St. from Chicago Ave. to Elm St. and on Elm St. to Crosby St.

SECTION NO. 19.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	74	Iron	5-6-7- 30′	$ 1,890.70	$ 185.00	1895	35	$ 596.99	$ 1,293.71
Trolley Wire, 10,070 ft. (1.906 miles) 1 0				473.29	271.89	1895	#	201.40	271.89
Equipment:									
		Special Layout *No. 61		217 33	20.59			98.37	118.96
		Special Layout No. 62		28.30	2.50			12.90	15.40
		Special Layout *No. 63		361.78	27.55			167.12	194.66
		Special Layout No. 64		168.58	13.20			77.69	90.89
		29 Spans Type A- 9		187.63	5.80		50	90.92	96.71
		1 Span Type A-18		8.05	.50		50	3.78	4 27
		1 Span Type A-19		6.77	.35		50	3.21	3.56
		1 Span Type B- 2		14.55	1.20		50	6.68	7.87
		1 Span Type C		9.51	2.49		50	3.51	6 00
		1 Span Type C-12		7.94	1.47		50	3.22	4.72
		2 Spans Type C-13		16.08	2.76		50	6.66	9 42
		1 Span Type C-20		10.36	2.79		50	3.79	6 57
Hangers		15 Barn		6.00			50	3.00	3 00
Ears		15 Clinch 12 in		3.75			50	1 88	1 87
Guy Wire		122 ft. Stranded 3 8 in		1.22			50	.61	.61
Guy Wire		108 ft. Iron No. 6		.33			50	.16	.17
Trolley Trough		100 ft. Wood		40.00			50	20.00	20 00
Hangers		8 For Trough		8.00			50	4 00	4 00
Lightning Arresters		1 Garton		6.00			50	3.00	3 00
Labor on Trolley 10,070 ft. at .01 per ft. of Wire				100.70				100.70	
				$ 3,566.87	$ 538.09			$ 1,469 59	$ 2,157 28

#Excessive wearing value.
*Outside interests.

OVERHEAD TROLLEY CONSTRUCTION.

Franklin St. from Kinzie St. to Chicago Ave.

SECTION NO. 20.

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	3	Iron	5 6 7– 30′	$ 90.51	$ 7.50	1898	27-1/2	$ 22.83	$ 67.68
Trolley wire, 5,474 ft. (1.03 miles)			1 0	257.28	147.80	1898	#	109.48	147.80
Equipment:									
		Special Layout No. 65		189.44	4.16			92.64	96.80
		Special Layout *No. 66		146.59	10.00			59.94	86.65
		Special Layout *No. 67		211.06	9.86			100.60	110.46
		Special Layout *No. 68		207.72	17.52			95.10	112.62
		Special Layout *No. 69		23.06	2.50			10.28	12.78
		Special Layout *No. 70		42.91	2.69			20.11	22.80
		1 Span Type A-9		6.15	.20		50	2.98	3.17
		1 Span Type B		14.24	1.20		50	6.52	7.72
		44 Span Type S		267.96	8.80		50	129.58	138.38
		1 Span Type T		7.17	.74		50	3.22	3.95
Bolts, 2,526 iron, 1 2 ″x 6″				18.44			50	9.22	9.22
Lumber, 1,335 ft., B. M., 1″ x 6″				53.40			50	26.70	26.70
Lumber, 1,325 ft., B. M., 3″ x 3″				53.00			50	26.50	26.50
Clamp Hook, 1 iron, No. 4				.12			50	.06	.06
Labor on trolley, 5,474 ft. at .01 per ft. of wire				54.74				54.74	
				$ 1,643.79	$ 213.07			$ 770.50	$ 873.29

#Excessive wearing value.
*Outside interests.

OVERHEAD TROLLEY CONSTRUCTION.

Monroe, Morgan and Fulton Sts. from Canal St. to Western Ave.

SECTION NO. 21.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	238	Iron	5 6 7 30′	$ 6,080 90	$595.00	1895	35	$ 1,920.06	$ 4,160.84
Trolley Wire, 27,970 ft. (5.29 miles)			1 0	1,314.59	755 19	1895	25.2	140.97	1,173.62
Equipment:									
		Special Layout No. 72		76.65	6 20			34.44	42.21
		Special Layout No. 73		160.85	12.82			70 28	90.57
		Special Layout No. 74		319 00	28 82			135.45	183.55
		Special Layout No. 75		192.36	17.80			80.89	111.47
		Special Layout No. 76		41.12	5.00			14.45	26 67
		Special Layout No. 77		247.44	17.95			109.13	138 31
		Special Layout *No. 78		41.12	5 00			14.45	26.67
		Special Layout *No. 79		43.75	5.58			15 27	28 48
		Special Layout *No. 80		84 72	6 00			31 49	53 23
		Special Layout No. 81		215.50	15.26			95 03	120.47
		Special Layout No. 82		449 47	35.17			194 49	254 98
		Special Layout No. 83		52 63	6.76			18 35	34 28
		Special Layout *No. 84		122.89	34 23			186.64	236 25
		50 Span Type A		307 50	10 00		40	119 00	188 50
		27 Span Type A- 9		174 69	5 40		40	67 72	106 97
		8 Span Type A-11		51.36	2 80		40	19.42	31 94
		5 Span Type A-16		32 75	1 00		40	12 70	20 05
		5 Span Type A-18		40 25	2 50		40	15 10	25 15
		7 Span Type A-19		47 39	2 45		40	17 98	29 41
		3 Span Type B- 2		43 65	3 60		40	16 02	27 63
		1 Span Type C		9 51	2 49		40	2 81	6 70
		2 Span Type C-13		16 08	2 76		40	5 33	10 75
		3 Span Type C-15		25 08	4 41		40	8 27	16 81
		5 Span Type C-17		39 95	6 90		40	13 22	26 73
		1 Span Type C-20		10 36	2 79		40	3 03	7 33
		2 Span Type C-21		20 10	5 78		40	5 73	14 37
Pole Bands		51 Solid 2-bolt		12 75			40	5 10	7 65

*Outside interests.

ELECTRICAL POWER DISTRIBUTION

OVERHEAD TROLLEY CONSTRUCTION.

Monroe, Morgan and Fulton Sts. From Canal St. to Western Ave.

SECTION NO. 21—Continued.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Brooklyns		20 Mall. Iron, Medium		$ 12.75			40	$ 4.80	$ 7.20
Strains		3 Wood $9\frac{1}{2}''$ x $1\frac{1}{4}''$		.45			40	.18	.27
Strains		4 Globe $2\frac{1}{2}''$		1.00			40	.40	.60
Ears		13 Splicing, 15″		5.85	$ 2.21		40	1.46	4.39
Sleeves		7 Splicing		2.80	.42		40	.95	1.85
Wire		115′ Stranded, 5/16″		.92			40	.37	.55
Wire		270′ Stranded, $\frac{1}{4}''$		1.76			40	.70	1.06
Wire		120′ Stranded, 3/8″		1.20			40	.48	.72
Wire		494′ Iron, No. 8		.89			40	.36	.53
Wire		123′ Iron, No. 10		.17			40	.07	.10
Lightning Arrester		1 Garton		6.00			40	2.40	3.60
Labor on Trolley	27,970 ft. at .01 per ft. of wire			297.70			25.2	75.02	222.68
				$10,905.15	$ 1,602.29			$ 3,460.01	$ 7,445.14

OVERHEAD TROLLEY CONSTRUCTION.

Chicago Ave. from Kedzie Ave. to North 40th Ave.

SECTION NO. 23.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	84	Iron	5 6 7- 30′	$ 2,534.28	$ 210.00	1895	35	$ 813.50	$ 1,720.78
Trolley wire, 10,930 ft. (2.07 miles)			2 0	644.87	360.69	1908	26.3	74.74	570.13
Equipment:									
		Special Layout No. 86		296.37	24.41			126.82	169.55
		2 Span Type A		12.30	.40		25	2.98	9.32
		30 Span Type A- 9		194.10	6.00		25	47.03	147.07
		1 Span Type B- 2		14.55	1.20		25	3.34	11.21
		2 Span Type C		19.02	4.98		25	3.51	15.51
		3 Span Type C- 9		26.70	5.73		25	5.24	21.46
		1 Span Type C-14		8.46	1.47		25	1.75	6.71
		3 Span Type C-22		30.93	9.66		25	5.32	25.61
Pole Bands		5 Solid 2-bolt		1.25			25	.31	.94
Strain		1 Wood, $9\frac{1}{2}$″ x $1\frac{1}{4}$″		.15			25	.04	.11
Strain		2 Globe, $2\frac{1}{2}$″		.50			25	.13	.37
Guy Wire		130′ Stranded $\frac{1}{2}$″		2.15			25	.54	1.61
Guy Wire		141′ No. 8		.25			25	.06	.19
Lightning Arresters		1 Garton		6.00			25	1.50	4.50
Labor on trolley		10,930 ft. at .01 per ft. of wire		109.30			26.3	28.75	80.55
				$ 3,901.18	$ 624.54			$ 1,115.56	$ 2,785.62

OVERHEAD TROLLEY CONSTRUCTION.

Grand Ave. from North Ave. to Armitage Ave.

SECTION NO. 24.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	76	Iron	5 6 7 30'	$ 2,292 92	$ 190 00	1905	10	$ 210 29	$ 2,082 63
Trolley Wire, 11,027 ft. (2 09 miles)			2 0	650 59	363 89	1905	43 7	125 29	525 30
Equipment									
		Special Layout No. 87		308 50	29 53			52 08	256 42
		Special Layout No. 88		387 47	25 00			71 56	315 91
		Special Layout No. 89		277 34	23 82			44 33	233 01
		2 Spans Type A 7		11 68	70		25	2 75	8 93
		23 Spans Type A 9		148 81	1 60		25	36 05	112 76
		1 Span Type A 12		6 29	35		25	1 49	4 80
		3 Spans Type A 19		20 31	1 05		25	4 82	15 49
		5 Spans Type C		47 55	12 45		25	8 78	38 77
		1 Span Type C 3		12 48	4 39		25	2 02	10 46
		1 Span Type C 7		10 69	2 91		25	1 95	8 74
		1 Span Type C 20		10 36	2 79		25	1 89	8 47
		1 Span Type C 21		10 05	2 89		25	1 79	8 26
Strains		2 Wood 9½"x1¼"		30			25	08	22
Hangers		2 Straight Line		80			25	20	60
Hangers		2 Single Curve		80			25	20	60
Ears		4 Clinch 12"		1 00	40		25	15	85
Ears		5 Splicing 15"		2 50	1 25		25	31	2 19
Trolley Trough		220 Wood		88 00			25	22 00	66 00
Tee Trolley		220 Iron 2½"x1½"x¼"		19 80			25	4 95	14 85
End Castings		4 Bronze		2 40	1 32		25	27	2 13
Lightning Arresters		1 Garton		6 00			25	1 50	4 50
Labor on Trolley, 11,027 ft. at .01 per ft. of wire				110 27			43.7	48 19	62 08
				$ 4,126 91	$ 667 34			$ 642 91	$ 3,783.97

OVERHEAD TROLLEY CONSTRUCTION.

48th Ave., Madison St. to 12th St.

SECTION NO. 25.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	57	Wood	7″ 30′	$ 314.50	$ 37.00	1896	70	$ 194.25	$ 120.25
Poles	46	Wood	7″ 35′	466.90	46.00	1896	70	294.63	172.27
Poles	3	Wood	8″ 30′	34.50	3.00	1896	70	22.05	12.45
Trolley Wire, 10,652 ft. (2.016 miles) 1 0.				500.64	287.60	1896	50	106.52	394.12
Layouts 90 91, 95 ft. 1 0				4.46	2.56		50	.95	3.51
Equipment:									
Ogden Interest		Special Layout No. 90		65.18	5.00			21.06	44.12
		*Special Layout No. 91		141.65	12.35			59.28	82.37
		18 Spans Type G		82.40	3.60		35	27.58	54.82
		3 Spans Type G-1		15.31	1.50		35	4.83	10.48
		11 Spans Type G-7		55.21	2.20		35	18.55	36.66
		2 Spans Type H		13.84	3.30		35	3.68	10.16
		1 Spans Type H-2		6.99	1.65		35	1.86	5.13
		5 Spans Type H-4		35.12	9.40		35	8.99	26.13
		1 Spans Type I		12.95	1.20		35	4.10	8.85
Pole Braces		11 Breast Wood		11.00			35	3.85	7.15
Ear		1 Splice 15 in		.50	.25		35	.09	.41
Sleeves		3 Splice 10 in		1.20	.18		35	.35	.85
Guy Wire		296 Stranded Iron ½ in		4.88			35	1.71	3.17
Guy Wire		120 Solid Iron No. 6		.39			35	.14	.25
Lightning Arrester		2 Garton		12.00			35	4.20	7.80
Labor on Trolley, 10,652 at .01 per ft				106.52			50	53.26	53.26
				$ 1,886.14	$ 416.79			$ 831.93	$ 1,054.21

*Outside interest.

OVERHEAD TROLLEY CONSTRUCTION.

12th St. from 40th Ave. to 46th Ave.

SECTION NO. 26.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	67	Iron	5-6-7 30′	$ 1,711.85	$ 167.50	1896	32½	$ 501.90	$ 1,209.95
Trolley Wire, 7,990 ft. (1.514 miles)			2/0	471.41	263.67	1896	40	83.10	388.31
Equipment:									
		6 Spans	Type A	36.92	1.20		30	10.72	26.20
		22 Spans	Type A-19	149.00	7.70		30	42.39	106.61
		1 Span	Type B- 2	14.55	1.20		30	4.01	10.54
		1 Span	Type C- 4	12.94	4.53		30	2.52	10.42
		1 Span	Type C-10	7.47	1.38		30	1.83	5.64
		1 Span	Type C-14	8.46	1.47		30	2.10	6.36
Pole Bands		3 Solid	2-bolt	.75			30	.23	.52
Hangers		2 Feeder		.70	.10		30	.18	.52
Guy Wire		360 Solid	No. 8	.65			30	.20	.45
Lightning Arrester		1 Garton		6.00			30	1.80	4.20
Labor on Trolley, 7,990 ft. at .01 per ft.				79.90				31.96	47.94
				$ 2,500.60	$ 448.75			$ 682.94	$ 1,817.66

OVERHEAD TROLLEY CONSTRUCTION.

#12th Street, 46th Ave. to 60th Ave.

SECTION NO. 27

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	139	Wood	7 x 30	$ 1,181.50	$ 139.00	1896	78	$ 813.15	$ 368.35
Poles	2	Wood	8 x 30	23.00	2.00	1896	78	16.38	6.62
Poles	21	Wood	7 x 35	213.50	21.00	1896	78	150.15	63.35
Trolley wire, 18,686 ft. (2.526 miles).			2 0	1,102.47	616.64	1896	40	194.33	908.14
Layouts, 92-93, extra 90′			2 0	5.31	2.97		40	.94	4.37
Equipment:									
		Special Layout No. 92		166.86	16.60			64.59	102.27
		*Special Layout No. 93		41.12	5.00			9.03	32.09
		47 Spans Type G		215.17	9.40		30	61.74	153.43
		5 Spans Type G-4		25.04	1.00		30	7.21	17.83
		1 Span Type G-6		5.46	.60		30	1.48	3.98
		18 Spans Type G-7		90.34	3.60		30	26.02	64.32
		3 Spans Type H-1		27.15	7.92		30	5.78	21.37
		4 Spans Type H-3		31.29	8.32		30	6.90	24.39
		2 Spans Type H-6		13.00	1.40		30	3.48	9.52
Pole Braces		6 Wood		3.00			30	.90	2.10
Clamps		4 Iron, No. 5		.60			30	.18	.42
Brooklyns		4 Medium Mall. Iron		2.40			30	.72	1.68
Strains		1 Wood, 1¼″		.15			30	.05	.10
Hangers		6 Feed		2.10	.30		30	.54	1.56
Hangers		4 St. line		.80			30	.24	.56
Ears		4 Str. 15″		2.00	1.00		30	.60	1.40
Guy Wire		86 Str. iron, 5 16″		.68			30	.20	.48
Lightning arresters		9 Garton		27.00			30	8.10	18.90
Labor on trolley, 18,686 ft. at .01 per ft				186.86			40	74.74	112.12
				$ 3,366.80	$ 836.65			$ 1,447.45	$ 1,919.35

#South side track outside City limits.
*Outside interests.

OVERHEAD TROLLEY CONSTRUCTION.

Ogden Ave., 40th Ave. to 46th Ave.

SECTION NO. 28.

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	48	Wood	7 x 30	$ 408.00	$ 48.00	1896	78	$ 280.80	$ 127.20
Poles	26	Wood	7 x 35	263.90	26.00	1896	78	185.56	78.34
Trolley wire, 8,556 ft. (1.622 miles)			2 0	504.80	282.35	1896	9	20.02	484.78
Equipment:									
		29 Spans Type G		132.76	5.80		25	31.74	101.02
		1 Span Type G-1		5.10	.50		25	1.15	3.95
		3 Spans Type H-4		21.07	5.64		25	3.86	17.21
		3 Spans Type H-6		19.50	4.20		25	3.83	15.67
		1 Span Type I		12.95	1.20		25	2.94	10.01
Car sign		1 Stop		1.00			25	.25	.75
Trough		35 Wood, 10″		14.00			25	3.50	10.50
Hangers		4 Trough		4.00			25	1.00	3.00
Hangers		12 Barn		4.80			25	1.20	3.60
Lightning arresters		2 Garton		12.00			25	3.00	9.00
Labor on trolley, 8,556 ft. at .01 per ft				85.56			9	7.70	77.86
				$ 1,489.44	$ 373.69			$ 546.55	$ 942.89

OVERHEAD TROLLEY CONSTRUCTION.

26th St., 40th Ave. to 46th Ave.

SECTION NO. 29.

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	44	Wood	7″-30′	$ 374.00	$ 44.00	1897	78	$ 257.40	$ 116.60
Poles	2	Wood	8″-30′	23.00	2.00	1897	78	16.38	6.62
Poles	24	Iron	4-5-6 28′	500.40	44.40	1897	30	136.80	363.60
Trolley wire, 7,956 ft. (1.506 miles)			2 0	469.40	262.55	1897	47	97.22	372 18
Equipment:									
		8 Span Type A-9		51.74	1.60		25	12.54	39 20
		1 Span Type B-2		14.55	1.20		25	3.34	11 21
		2 Span Typr C		19.03	4.98		25	3.51	15 52
		1 Span Type C-6		12.32	4.10		25	2.06	10.26
		9 Span Type G		41.20	1.80		25	9.85	31 35
		6 Span Type G-7		30.11	1.29		25	7.23	22 88
		2 Span Type G-10		10.14	.70		25	2.36	7.78
		5 Span Type H		34.60	8.25		25	6.59	28 01
Brooklyns		6 Iron med. mall		3.60			25	.90	2 70
Hangers		6 Str. Lm		2.40			25	.60	1 80
Ears		6 Standard 15 in.		3.00	1.50		25	.38	2 62
Guy Wire		200′ Str. iron, 1 4 in.		1.30			25	.33	97
Guy Wire		340′ Str. iron, 5 16 in.		2.72			25	.68	2 04
Labor on trolley 7,956 ft. at 01. per ft				79.56			47	37.39	42 17
				$ 1,673 07	$ 378 28			$ 595.56	$ 1,077 51

OVERHEAD TROLLEY CONSTRUCTION.

40th St., Madison St. to 31st St., 40th St. to 44th St.

SECTION NO. 30.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles.....	137	Wood	7″-30′	$1,164.50	$ 137.00	1896	78	$ 801.45	$ 363.05
Poles.....	2	Wood	7″-35′	20.30	2.00	1896	78	14.27	6.03
Poles.....	4	Wood	8″-30′	46.00	4.00	1896	78	32.76	13.24
Poles.....	44	Wood	7″-30′	374.00	44.00	1897	72	237.60	136.40
Poles.....	95	Iron.	4 5 6 28′	1,980.75	175.75	1896	32½	586.63	1,394.12
Poles.....	4	Iron	5 6-7- 30′	162.20	10.00	1896	32½	29.97	72.23
Poles.....	48	Iron	6-7-8- 30′	1,430.40	148.80	1907	5	64.08	1,366.32
Poles.....	1	Iron	6 7-8- 35′	33.55	3.60	1907	5	1.50	32.05
Trolley Wire, 10,548 ft. (1.9977 miles)....			2 0	622.33	348.08	.....	16	43.88	578.45
Trolley Wire, 16,206 ft. (3.069 miles)....			2 0	956.15	534.80	.....	31	130.62	825.53
Trolley Wire, 10,458 ft. (1.981 miles)....			1 0	491.53	282.37	.....	60	125.49	366.04
Layout Nos. 94, 95, 96, 97:									
Extra Trolley Wire..	75′	.....	2 0	4.43	2.48	.....	31	.60	3.83
Equipment:									
		*Special Layout No. 94.....		354.91	31.38	.....	.....	134.39	220.52
		*Special Layout No. 95.....		589.56	50.89	.....	.....	108.19	481.37
		*Special Layout No. 96.....		247.48	22.10	.....	.....	93.68	153.80
		*Special Layout No. 97.....		109.81	7.91	.....	.....	41.49	68.32
		15 Spans Type A- 7.....		93.41	5.60	.....	25	21.95	71.46
		38 Spans Type A- 9.....		245.78	7.60	.....	25	59.55	186.23
		1 Span Type A-19.....		6.77	.35	.....	25	1.61	5.16
		1 Span Type B- 2.....		14.55	1.20	.....	25	3.34	11.21
		1 Span Type C-10.....		7.47	1.38	.....	25	1.52	5.95
		16 Spans Type C-12.....		127.01	23.52	.....	25	25.87	101.14
		1 Span Type F- 1.....		8.85	2.49	.....	25	1.59	7.26
		46 Spans Type G.....		210.59	9.20	.....	25	50.35	160.24
		2 Spans Type G- 1.....		10.21	1.00	.....	25	2.30	7.91
		2 Spans Type G- 2.....		10.16	1.00	.....	25	2.29	7.87
		6 Spans Type G- 6.....		32.76	3.00	.....	25	7.44	25.32

	16 Spans Type G- 7	80.30	3.20		25	19.28	61.02
	12 Spans Type H- 4	84.29	22.56		25	15.43	68.86
	6 Spans Type H- 6	39.00	8.40		25	7.65	31.35
	1 Span Type I	12.95	1.20		25	2.94	10.01
Pole Bands	8 Solid 2-bolt	2.00			25	.50	1.50
Brooklyns	15 Mall. Iron, Medium	9.00			25	2.25	6.75
Hangers	14 Straight Line	5.60			25	1.40	4.20
Hangers	17 Barn	6.80			25	1.70	5.10
Hangers	1 Single Curve	.40			25	.10	.30
Ears	5 Splicing, 15″	2.50	1.25		25	.31	2.10
Ears	30 Clinch, 12″	7.50	1.80		25	1.43	6.07
Strains	19 Wood, $1\frac{1}{4}$″	2.85			25	.71	2.14
Eyebolts	6 Insulated, 58″x18″	.96			25	.24	.72
Clamps	15 Iron, 105 lbs	3.15			25	.79	2.36
Clamps	4 Cable Pole, 40 lbs	1.20			25	.30	.90
Cross Arms	2 Malleable Iron, 2-pin	3.00			25	.75	2.25
Supports	4 Block	2.00			25	.50	1.50
Swivels	4 Terminal	1.80			25	.45	1.35
Anchors	2	20.00	4.00		25	4.00	16.00
Guy Wire	550′ Stranded, $\frac{3}{8}$″	5.50			25	1.38	4.12
Guy Wire	110′ Copper, No. 8	.20	.10		25	.05	.15
Guy Wire	1,286′ Stranded, 5/16″	10.29			25	2.57	7.72
Guy Wire	96′ Stranded, $\frac{1}{4}$″	.96			25	.24	.72
Switch	1 Section 400 Amp	6.00			25	1.50	4.50
"T" Trolleys	122 Steel, $1\frac{1}{2}$″x2″	10.08			25	2.52	7.56
Troughs	228 Wood, 10″	91.20			25	22.80	68.40
Lightning Arresters	1 Garton	6.00			25	1.50	4.50
Labor on Trolley	10,548 ft. at 1c per ft	105.48			16	16.88	88.60
Labor on Trolley	16,206 ft. at 1c per ft	162.06			31	50.24	111.82
Labor on Trolley	10,458 ft. at 1c per ft	104.58			60	62.74	41.84
		$10,083.11	$1,904.01			$2,947.56	$7,135.55

*Outside interest

OVERHEAD TROLLEY CONSTRUCTION.

Chicago Ave., 48th Ave. to 60th Ave.

SECTION NO. 31.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd.	% Dep.	Depreciation	Present Value
Poles	2	Wood	6″-30′	$ 5.90	$ 2.00	....	65	$ 2.54	$ 3.36
Poles	140	Wood	7″-30′	1,190.00	140.00	....	65	682.50	507.50
Trolley Wire	15,856′(3.003 mi.)		1/0	745.23	728.11	....	‡	20.03	725.20
		Special Layout 98 (extra) 40′	1/0	1.88	1.08	....	70	.56	1.32
Equipment:									
		*Special Layout 98		181.76	15.10	....	..	73.03	108.73
		8 Span type H		72.41	21.12	....	25	12.82	59.58
		59 Span type G		270.10	11.80	....	25	64.58	205.52
		4 Span type G-1		20.41	2.00	....	25	4.60	15.81
Ears	14	Splice	15 in.	7.00	3.50	....	25	.88	6.12
Guy Wire	315′	Stranded Iron	1/4 in.	2.05	.....	....	25	.51	1.54
Lightning Arrester	4	Garton	.....	12.00	.....	....	25	3.00	9.00
Labor on Trolley	15,856′	at 1c per ft	.....	158.56	.....	.....	.....	158.56	.....
				$2,667.30	$924.71	.....	.....	$1,023.61	$1,643.69

*Outside Interests.
‡Excessive wearing value.

OVERHEAD TROLLEY CONSTRUCTION.

Lake Street, 48th Ave. to 60th Ave.

SECTION NO. 32.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd.	% Dep.	Depreciation	Present Value
Poles	5	Wood	7″-30′	$ 42.50	$ 5.00		78	$ 29.25	$ 13.25
Poles	9	Wood	7″ 35′	91.35	9.00		78	64.23	27 12
Poles	23	Wood	8″-30′	264.50	23.00		78	188.37	76.13
Poles	19	Wood	8″ 35′	218.50	19.00		78	155.61	62 89
*Poles	1	Wood	7″ 35′	10.15	1 00		70	6.41	3 74
*Poles	6	Wood	8″-30′	60.90	6.00		70	38.43	22 47
*Poles	6	Wood	8″-35′	69.00	6.00		70	44.10	24.90
*Poles	1	Wood	9″ 30′	11.50	1 00		70	7.35	4 15
*Poles	1	Wood	9″-35′	12 50	1.00		70	8.05	4 45
Poles	1	Bracket	35′	41.62	3 40		50	19 11	22 51
Poles	1	Bracket	40′	44.25	3 80		50	20 23	24 02
Poles	1	Iron 6 7-8	35′	33.55	3.60	1894	37½	11.23	22 32
*Poles	1	Iron 5 6-7	35′	28 27	2 90	1894	37½	9 51	18 76
*Poles	1	Iron 5-6 7-8	40′	35 95	3 95	1894	37½	12 00	23 95
Trolley Wire	16,040′(3.038 mi.)	Special Layout 99	1 0	753.88	433 08		64	205 31	548 57
	120′		1 0	5.64	3 24		64	1 54	4 10
Equipment:									
		Special Layout 99		149 81	12 69			56 25	93 56
		*Special Layout 100		405 88	30 76			91 69	314 79
		1 Span type D		5 27	20		70	3 55	1 72
		1 Span type D-1		5 39	35		70	3 53	1 86
		22 Span type G		100 72	4 40		70	67 42	33 30
		2 Span type G-1		10 20	1 00		70	6 41	3 76
		2 Span type H-2		13 98	3 30		70	7 48	6 50
		4 Span type P-3		15 96	80		80	12 13	3 83
		11 Span type S		66 99	2 20		80	51 83	15 16
		2 Span type S-1		13 24	1 00		30	3 67	9 57
		2 Span type S-2		12 70	70		30	3 60	9 10
		18 Span type S-3		109 24	3 60		80	84 51	24 73
		4 Span type S-4		26 36	2 00		80	19 49	6 87

OVERHEAD TROLLEY CONSTRUCTION

Lake Street, 48th Ave. to 60th Ave.

SECTION NO. 32—Continued.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Depreciation	Present Value
		2 Span type T-2		$ 15.76	$ 3.62		80	$ 9.71	$ 6.05
Hangers	1	Barn		.40			70	.28	.12
Hangers	3	Straight Line		1.20			70	.84	.36
Eyes	2	Insulated		.32			70	.22	.10
Ears	3	Clinch	12 in.	.75	.18		70	.40	.35
Ears	12	Splice	15 in.	6.00	3.00		70	2.10	3.90
Guy Wire	70′	Str. Iron	5 16 in.	.56			70	.39	.17
Boards	71	236 ft. B. M. at $40		9.50			70	6.65	2.85
Lightning Arresters	2	Garton		12.00			70	8.40	3.60
*Insulators	5	Porc. Spool		.25			70	18.18	.07
*Insulators	4	Spec. Brake		18.00			70	12.60	5.40
*Brooklyns	16	Med. Mall. Iron		9.60			70	6.72	2.88
*Hangers	44	Str. Line		17.60			70	12.32	5.28
*Strains	13	Wood	1¼ in.	1.95			70	1.36	.59
*Eyes	16	Insulated	5 8x18 in.	2.56			70	1.79	.77
*Ears	7	Splice	15 in.	3.50	1.75		70	1.22	2.28
*Ears	42	Clinch	12 in.	10.50	2.52		70	5.59	4.91
*Ears	2	Feed	Solid	.90	.30		70	.42	.48
*Guy Wire	109′	Iron	No. 8	.20			70	.14	.06
*Guy Wire	508′	Str. Iron	5 16 in.	4.06			70	2.84	1.22
*Guy Wire	57′	Str. Iron	¼ in.	.37			70	.26	.11
*Wire	30′	W.P.Copper	4/0	3.54	2.19		70	.94	2.60
Labor on Trolley	16,040′ at 1c per ft.			160.40			64	102.66	57.74
				$2,939.72	$601.53			$1,409.75	$1,529.97

*Outside interest Property of Chicago & Oak Park Elevated Ry.

OVERHEAD TROLLEY CONSTRUCTION.

Madison St., 40th Ave. to 60th Ave.

SECTION NO. 33.

Material in Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	1	Wood	6″ 30′	$ 5.90	$ 1.00		78	$ 3.82	$ 2.08
Poles	66	Wood	7″ 30′	561.00	66.00		78	386.10	174.90
Poles	83	Wood	7″ 35′	842.45	83.00		78	592.37	250.08
Poles	3	Wood	8″ 30′	34.50	3.00		78	24.57	9.93
Poles	9	Wood	8″ 35′	103.50	9.00		78	75.27	28.23
Poles	66	Iron	5-6 7 30′	1,686.30	165.00	1891	45	684.59	1,001.71
Trolley Wire,	8,372 ft. (1.586 miles).		2 0	493.95	276.28		†116	252.50	241.45
Trolley Wire,	18,314 ft. (3.469 miles).		2 0	1,080.53	604.36		49	233.32	847.21
Special Layout No. 101 (Car Barn):									
Trolley Wire,	2,450 ft. (.464 miles).		1 0	115.15	65.15		20	9.80	105.35
Equipment:		Special Layout No. 101		500.51	43.06			124.98	375.53
		*Special Layout No. 102		47.14	5.20			10.49	36.65
		1 Span Type A- 7		5.84	.35		20	1.10	4.74
		25 Spans Type A-24		145.69	5.00		20	28.14	117.55
		1 Span Type B- 2		14.55	1.20		20	2.71	11.84
		1 Spans Type C- 3		49.94	17.56		20	6.48	43.46
		2 Spans Type C- 5		26.88	9.94		20	3.39	23.49
		65 Spans Type G		297.52	13.00		20	56.90	240.62
		1 Spans Type G- 1		20.41	2.00		20	3.68	16.73
		2 Spans Type G- 4		10.02	.40		20	1.92	8.10
		4 Spans Type H		27.68	6.60		20	4.22	23.46
		2 Spans Type H- 3		15.65	4.16		20	2.30	13.35
		2 Spans Type H- 5		13.61	3.76		20	1.97	11.64
		1 Span Type H- 6		6.50	1.40		20	1.02	5.48
		1 Span Type I- 1		13.05	1.20		20	2.37	10.68
Pole Band		1 Solid 2-bolt		.25			20	.05	.20
Ear		1 Splice, 15″		.50	.25		20	.05	.45
Guy Wire		120′ Stranded Iron, ¼″		.78			20	.16	.62
Guy Wire		371′ Stranded Iron, 3/8″		3.71			20	.74	2.97
Lightning Arrester		9 Garton.		27.00			20	5.40	21.60
Labor on Trolley.		8,372 ft. at .01 per ft		83.72			†116	83.72	
Labor on Trolley.		18,314 ft. at .01 per ft		183.14			49	81.74	101.40
				$86,417.37	$1,388.87			$2,685.87	$3,731.50

*Outside interests. †Excessive wearing value.

OVERHEAD TROLLEY CONSTRUCTION.

48th Ave., Chicago Ave. to Madison St.

SECTION NO. 34.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Poles	18	Wood	7″-30′	$ 153.00	$ 18.00		70	$ 94.50	$ 58.50
Poles	13	Wood	7″-35′	131.95	13.00		70	83.27	48.68
Poles	46	Iron	5-6 7- 30′	1,175.30	115.00	1895	35	371.10	804.20
Poles	1	Iron	5-6 7 35′	28.27	2.90	1895	35	8.88	19.39
Poles	6	Iron	6-7 8- 35′	201.30	21.60	1895	35	62.89	138.41
Trolley Wire, 4,509 ft. (.854 mile)			2 0	266.03	148.80		2	2.34	263.69
Trolley Wire, 6,105 ft. (1.156 miles)			1 0	286.94	164.84		49	59.83	227.11
Special Layout No. 90	90 ft.		1 0	4.23	2.43		50	.90	3.33
Equipment:									
		Special Layout No. 90		154.22	14.35			71.46	82.76
		7 Spans Type A- 9		45.28	1.40		35	15.36	29.92
		10 Spans Type A-19		67.73	3.50		35	22.48	45.25
		1 Span Type C		9.51	2.49		35	2.46	7.05
		1 Span Type C-12		7.94	1.47		35	2.26	5.68
		3 Spans Type C-21		30.15	8.67		35	7.52	22.63
		5 Spans Type D- 2		28.51	1.00		35	9.63	18.88
		1 Span Type G		4.58	.20		35	1.53	3.05
		9 Spans Type G- 7		45.17	1.80		35	15.18	29.99
		2 Spans Type H- 1		18.10	5.28		35	4.49	13.61
		1 Span Type I- 1		13.05	1.20		35	4.15	8.90
Cross Arms		4 Iron Malleable, 2-pin		6.00			35	2.10	3.90
Clamps		8 Iron, 32 lbs		.96			35	.37	.59
Brooklyns		8 Med. Mall. Iron		4.80			35	1.68	3.12
Strains		8 Wood, 1¼″		1.20			35	.42	.78
Hangers		8 Straight Line		3.20			35	1.12	2.08
Hangers		24 Barn		9.60			35	3.36	6.24
Ears		28 Clinch, 12″		7.00	1.68		35	1.86	5.14
Ears		10 Splice, 15″		5.00	2.50		35	.88	4.12

Trough	168 Wood, 10″	67.20			35	23.52	43.68
Guy Wire	126′ Stranded Iron, 3 8″	1.26			35	.44	.82
Guy Wire	140′ Stranded Iron, $\frac{1}{4}$″	.91			35	.32	.59
Guy Wire	400′ Stranded Iron, 5 16″	3.20			35	1.12	2.08
Lightning Arresters	3 Garton	18.00			35	6.30	11.70
Labor on Trolley	4,509 ft. at .01 per ft	45.09			2	.90	44.19
Labor on Trolley	6,105 ft. at .01 per ft	61.05			49	29.91	31.14
		$2,905.73	$ 532.11			914.53	$1,991.20

*Outside interest.

SUMMARY OF TROLLEY WIRE DETAILS.

Sec. No.	Location	Miles Trolley Wire	Size Wire	Years Service	Total % Dep.	Cost New	Scrap Value	Depreciation.	Present Value
Chicago No. Shore St. Ry. Co.									
1	Evanston Av., Irving Pk. Bd. to Devon Av.	6.790	2 0	5	85.7	$ 2,116.33	$ 1,183.71	$ 799.26	$ 1,317.07
2	Devon Av., Evanston Av. to North Clark St.—North Trolley	.549	2 0	5	‡	171.10	80.28	90.82	80.28
	Devon Av., Evanston Av. to North Clark St.—South Trolley	.549	2 0	5	79.3	171.10	95.70	59.79	111.31
3	North Clark, Evanston Av. to Howard Av.	2.977	2 0	5	79.3	927.42	518.73	324.09	603.33
		10.865				$ 3,385.95	$ 1,878.42	$ 1,273.96	$ 2,111.99
North Chgo. Elec. Ry. Co.									
4	Montrose Av., Evanston Av. to Elston Av.	7.770	1 0	13	40.4	1,927.75	1,107.43	331.41	1,596.34
	Montrose Av., Elston Av. to 46th Av.	1.490	2 0	1	23.0	467.87	261.69	47.42	420.45
5	Lawrence and Evanston to Milwaukee Av.—South Trolley	4.79	1 0	13	11.6	1,194.22	686.04	58.95	1,135.27
	Lawrence and Evanston to Milwaukee Av.—North Trolley	1.78	1 0	13	17.8	445.70	256.04	33.76	411.94
	Lawrence and Evanston to Milwaukee Av.—North Trolley	3.01	1 0	new	new	748.48	429.98	.....	748.48
6	Milwaukee and Logan Square to Lawrence Av.	8.38	2 0	5	70.2	2,609.45	1,459.52	807.25	1,802.20
7	Lincoln Av., Belmont, to Irving Pk. Bd.	2.31	2 0	5	‡	695.26	348.22	347.04	348.22
	Lincoln Av., Irving Pk. Bd. to Foster Av.	4.13	2 0	5	97.7	1,287.14	719.93	554.16	732.98
8	Robey St., Irving Pk. Bd. to Balmoral; Balmoral Av., from Robey St. to E. Ravenswood Pk.; E. Ravenswood Pk. from Balmoral to Rosehill Cemetary	4.99	1 0	13	81.3	1,237.65	710.99	428.17	809.48
		38.660	.....	.....	.....	$10,613.52	$5,979.84	$2,608.16	$8,005.36

Chicago Elec. Transit Co.									
9	Irving Pk. Bd. from Ashland Av. to 60th Av., Irving Pk. Bd. from 60th Av. to Dunning (omitting north trolley)	11.22 .76	1 0 1 0	14 14	‡ ‡	2,783.20 188.28	1,598.86 108.16	1,184.34 80.12	1,598.86 108.16
10	Belmont Av. from Halsted St. to River (omitting Ashland to Robey)	3.48	2 0	2	14.4	1,082.77	605.62	68.71	1,014.06
	Belmont Av. from River to Milwaukee Av.	3.27	1 0	15	75.	810.75	465.75	258.75	552.00
11	Western Av. from Roscoe St. to River.	1.06	2 0	3	78.8	333.29	186.41	115.74	217.55
	Western Av. from River to Elston.	.576	2 0	1	4.7	179.60	100.45	3.72	175.88
12	North 40th Av. from Elston to Cemetery	2.60	2 0	13	70.8	811.60	453.95	253.22	558.38
13	Elston Av. from Milwaukee to Montrose	13.17	2 0	3	53.7	4,104.63	2,295.81	971.34	3,133.29
14	California Av. from Belmont to Roscoe St.	.77	1 0	15	33.8	193.41	111.11	27.82	165.59
		36.906				$10,487.53	$5,926.12	$2,963.76	$7,523.77
North Side Elec. St. Ry. Co.									
15	Clybourn Pl., Elston Av. to Clybourn Av.	.60	1 0	14	6.5	148.99	85.59	4.12	144.87
16	Crosby from Larrabee St. to Division.	.738	1 0	15	‡	183.30	105.30	78.00	105.30
17	Kingsbury St. from Erie to Chicago Av.	.36	1 0	15	‡	89.77	51.57	38.20	51.57
18	Erie St. from Franklin St. to Kingsbury	.569	1 0	15	‡	141.24	81.14	60.10	81.14
19	Franklin St. from Chicago Av. to Elm St. and on Elm to Crosby St.	1.906	1 0	15	‡	473.29	271.89	201.40	271.89
20	Franklin St. from Kinzie to Chicago Av.	1.03	1 0	12	‡	257.28	147.80	109.48	147.80
		5.203				$1,293.87	$ 743.29	$ 491.30	$ 802.57
Chicago & Jefferson Urban Transit Co.									
21	Monroe, Morgan and Fulton St., Canal St. to Western Av.	5.29	1 0	15	25.2	1,314.59	755.19	140.97	1,173.62
23	Chicago Av. from Kedzie to No. 40th Av.	2.07	2 0	2	26.3	644.87	360.69	74.74	570.13
24	Grand Av. from North Av. to Armitage Av.	2.09	2 0	5	43.7	650.59	363.89	125.29	525.30
		9.45				$2,610.05	$1,479.77	$ 341.00	$2,269.05

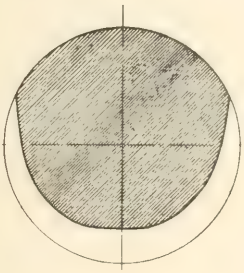
‡Excessive Wearing Value.

SUMMARY OF TROLLEY WIRE DETAILS—Continued.

Sec. No.	Location	Miles Trolley Wire	Size Wire	Years Service	Total % Dep.	Cost New	Scrap Value	Depreciation	Present Value
Ogden Street Ry. Co.									
25	48th Ave. from Madison to 12th Sts.	2.016	1 0	14	50	$ 500.64	$ 287.60	$ 106.52	$ 394.12
26	12th St. from 40th Av. to 46th Av..	1.514	2 0	14	40	471.41	263.67	83.10	388.31
27	12th St. from 46th Av. to 60th Av. .	2.526	2 0	14	40	1,102.47	616.64	194.33	908.14
28	Ogden Av. from 40th Av. to 46th Av.	1.662	2 0	14	9	504.80	282.35	20.02	484.78
29	26th St. from 40th Av. to 46th Av....	1.506	2 0	13	47	469.40	262.55	97.22	372.18
30	40th Av. from Madison St. to 31st St.	1.9977	2 0	. .	16	622.33	348.08	43.88	578.45
	31st St. from 40th Av. to 44th Av.. ..	3.069	2 0	. .	31	956.15	534.80	130.62	825.53
		1.981	1 0	. .	59	491.53	282.37	123.40	368.13
		16.2717	....	.. .	....	$5,118.73	$2,878.06	$ 799.09	$4,319.64
Cicero & Proviso St. Ry. Co.									
31	Chicago Av. from 48th Av. to 60th Av.	3.003	1 0		‡	745.23	728.11	20.03	725.20
32	Lake St. from 48th Av. to 60th Av...	3.038	1 0	..	64	753.88	433.08	205.31	548.57
33	Madison St. from 40th Av. to 60thAv..	1.586	2 0		‡	493.95	276.28	252.50	241.45
		3.469	2 0		49	1,080.53	604.36	233.32	847.21
34	48th Av. from Chicago Av. to Madison St.....	.854	2 0	. .	2	266.03	148.80	2.34	263.69
		1.156	1 0	. . .	49	286.94	164.84	59.83	227.11
		13.570	.....	.....	.....	$3,626.56	$2,355.47	$ 773.33	$2,853.23
	Total all Companies.....	130.9257	.....	.....	.....	$37,136.21	$21,240.97	$9,250.60	$27,886.11

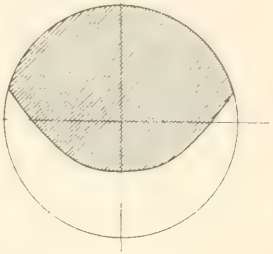
‡Excessive Wearing Value.

00-TROLLEY
Evanston Ave
North of Irving Park Blvd



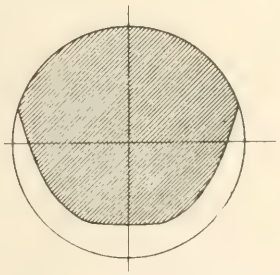
New Area: .10452 Sq in.
Scrap Area: .07669 Sq in.
Present Area: .0807 Sq in.
Per Cent Dep 85.7

00-TROLLEY
Evanston Ave to Clark St
North Trolley



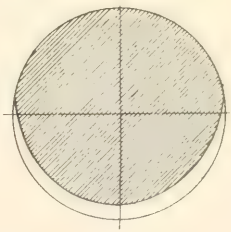
New Area .10452 Sq in.
Scrap Area .07669 Sq in.
Present Area .0259 Sq in.
Scrap Value Only.

00-TROLLEY
Clark St
North of Devon Ave
and
Devon Ave.
South Trolley



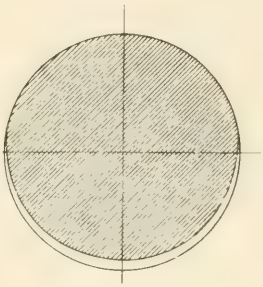
New Area. .10452 Sq in.
Scrap Area: .07669 Sq in.
Present Area: .0824 Sq in.
Per Cent. Dep 79.37

0-TROLLEY
Montrose Ave
Evanston Ave to N. 40th Ave.



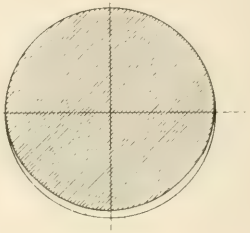
New Area: .08292 Sq in
Scrap Area: .06221 Sq in
Present Area: .0745 Sq in
Per Cent Dep. 40.4

OO-TROLLEY
Montrose Ave
N. 40th Ave. to End of Line.



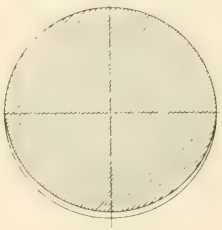
New Area .10452 sq in
Scrap Area: .07669 sq in
Present Area: .0981 sq in
Per Cent Dep 23

O-TROLLEY
Lawrence Ave
Evanston Ave to Milwaukee Ave
North Trolley



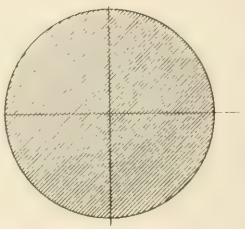
New Area: .08292 sq in
Scrap Area: .06221 sq in
Present Area: .0792 sq in
Per Cent Dep.: 17.8

O-TROLLEY
Lawrence Ave
Evanston Ave to Milwaukee Ave
South Trolley



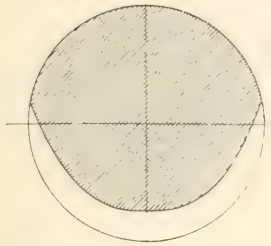
New Area: .08292 sq in
Scrap Area .06221 sq in
Present Area .0803 sq in
Per Cent Dep: 11.62

O-TROLLEY
Lawrence Ave
to
North Trolley



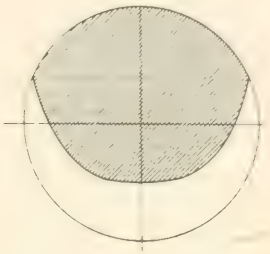
New Area. .08292
Not Worn.

00-TROLLEY
Milwaukee Ave
Humboldt Blvd to Lawrence Ave



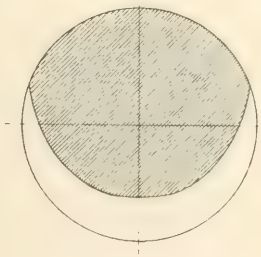
New Area: .10452 Sq in.
Scrap Area: .07669 Sq in.
Present Area: .0851 Sq in.
Per Cent Dep: 77.2

00-TROLLEY
Lincoln Ave
Belmont Ave to Irving Park Blvd



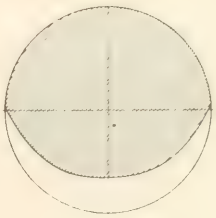
New Area: .10452 Sq in.
Scrap Area: .07669 Sq in.
Present Area: .0697 Sq in.
Scrap Value only.

00-TROLLEY
Lincoln Ave
Irving Park Blvd to Foster Ave



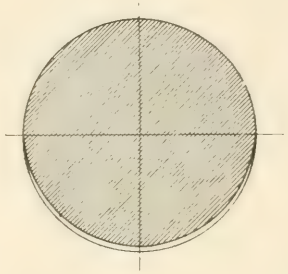
New Area: .10452 Sq in.
Scrap Area: .07669 Sq in.
Present Area: .0773 Sq in.
Per Cent Dep: 97.7

O-TROLLEY
Robey Jr. Belmont Ave. & E Ravenswood &
Irving Park Blvd to Kosemill Carn



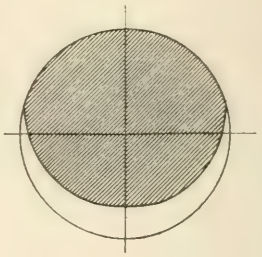
New Area: .08292 Sq in.
Scrap Area: .06780 Sq in.
Present Area: .0660 Sq in.
Per Cent Dep: 81.3

00-TROLLEY
Belmont Ave.
Halsted St. to River.



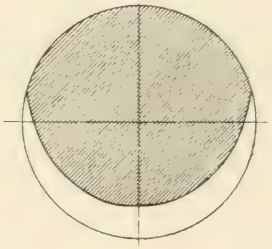
New Area: .10452 Sq in
Scrap Area: .07644 Sq in
Present Area: .1005 Sq in
Per Cent Dep: 18.4

0-TROLLEY
Belmont Ave.
Chicago River to Milwaukee Ave.



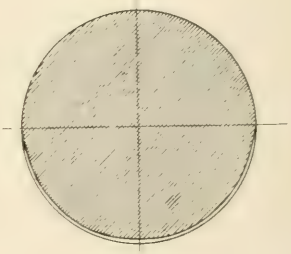
New Area: .08292 Sq in
Scrap Area: .06221 Sq in
Present Area: .0674 Sq in
Per Cent Dep.: 75.

00-TROLLEY
Western Ave.
Chicago River to Roscoe Blvd



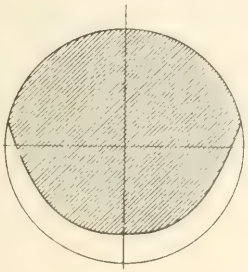
New Area: .10452 Sq in
Scrap Area: .07669 Sq in
Present Area: .0826 Sq in
Per Cent Dep: 78.8

00-TROLLEY
Western Ave.
Elston Ave to Chicago River



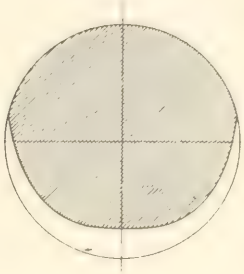
New Area: .10452 Sq in
Scrap Area .07669 Sq in
Present Area: .1006 Sq in
Per Cent Dep. 4.7

00-TROLLEY
North 40th Ave



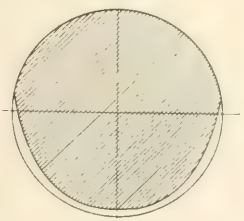
New Area: 10452 Sq in
Scrap Area: 07669 Sq. in
Present Area: 0848 Sq in
Per Cent Dep. 70.8

00-TROLLEY
Elston Ave
Milwaukee Ave to Montrose Ave



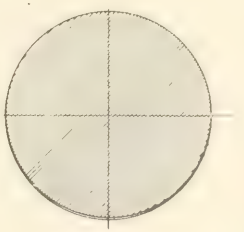
New Area: 10452 Sq in.
Scrap Area: 07669 Sq in
Present Area: 0896
Per Cent Dep 53.7

O-TROLLEY
California Ave & Power House



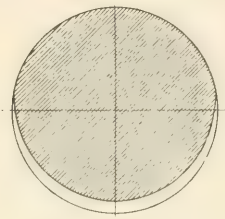
New Area: 08292 Sq in
Scrap Area: 06221 Sq in
Present Area: 07590 Sq in
Per Cent Dep. 33.8

O-TROLLEY
Clybourn Pl
Clybourn Ave to Elston Ave.



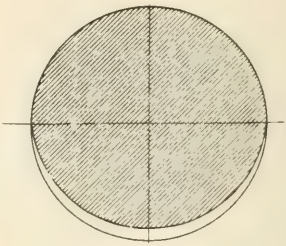
New Area .08292 Sq In
Scrap Area: 06221 Sq in
Present Area 08162 Sq in
Per Cent Dep: 6.5

O-TROLLEY
Fulton St, Morgan St & Monroe St
Western Ave to Desplaines St



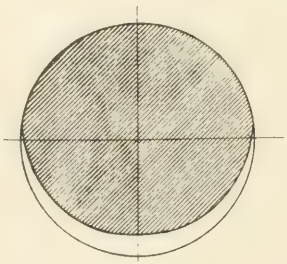
New Area: .08292 sq in
Scrap Area: .06221 sq in
Present Area: .0727 sq in
Per Cent Dep: 25.2

OO-TROLLEY
Chicago Ave
40th Ave to Madison Ave.



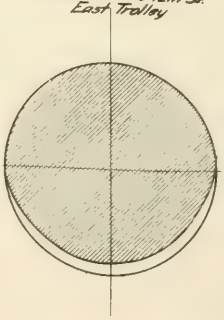
New Area .10452 sq in
Scrap Area .07669 sq in
Present Area .0972 sq in
Per Cent Dep: 26.3

OO-TROLLEY
Grand Ave
North Ave to 51st Ave.

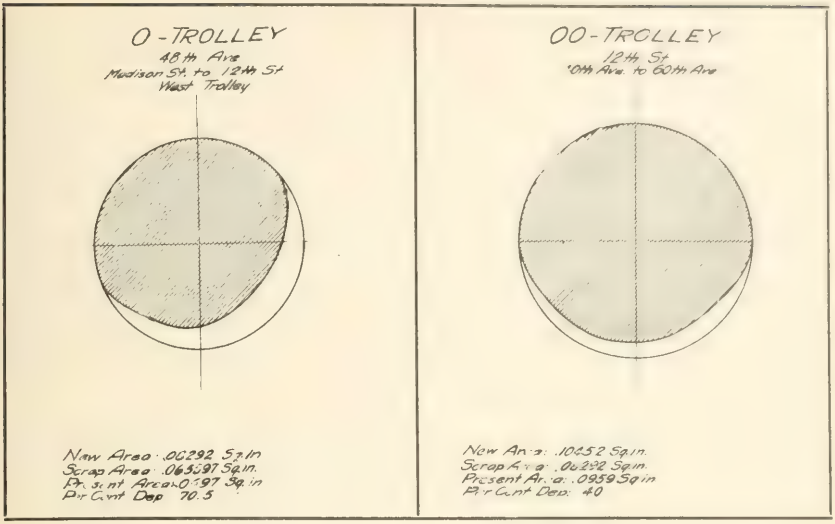


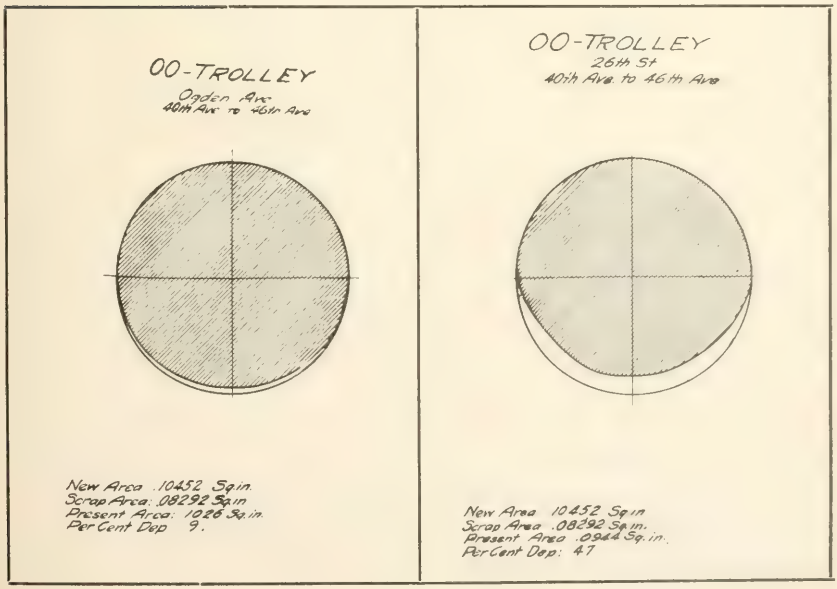
New Area .10452 sq in
Scrap Area .07669 sq in
Present Area .0924 sq in
Per Cent Dep: 11.7

O-TROLLEY
48th Ave.
Madison St to 12th St
East Trolley

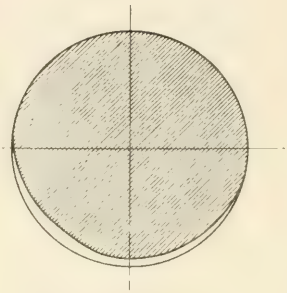


New Area: .08292 Sq in.
Scrap Area: .063597 Sq in.
Present Area: .0775 Sq in.
Per Cent Dep: 28.7


0 - TROLLEY
48th Ave.
Madison St. to 12th St.
West Trolley
New Area .00292 Sq.in.
Scrap Area .065397 Sq.in.
Present Area .0797 Sq.in.
Per Cent Dep. 70.5
00 - TROLLEY
12th St.
60th Ave. to 60th Ave.
New Area .10452 Sq.in.
Scrap Area .06292 Sq.in.
Present Area .0959 Sq.in.
Per Cent Dep. 40

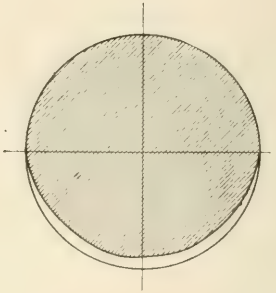

00 - TROLLEY
Ogden Ave.
40th Ave. to 46th Ave.
New Area .10452 Sq.in.
Scrap Area .08292 Sq.in.
Present Area .1026 Sq.in.
Per Cent Dep. 9.
00 - TROLLEY
26th St.
40th Ave. to 46th Ave.
New Area .10452 Sq.in.
Scrap Area .08292 Sq.in.
Present Area .0944 Sq.in.
Per Cent Dep. 47

00-TROLLEY
40th Ave.
Madison St. to 12th St.



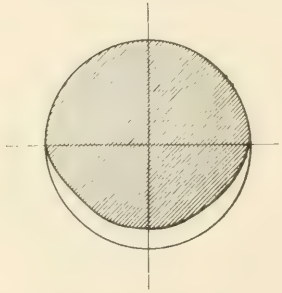
New Area: .10432 Sq. in.
Scrap Area: .08292 Sq. in.
Present Area: 1.41 Sq. in.
Per Cent Dep: 15.9

00-TROLLEY
40th Ave.
12th St. to 26th St.



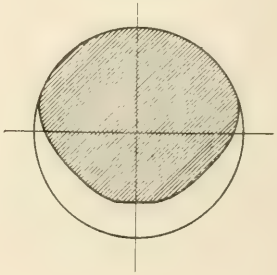
New Area: .10452 Sq. in.
Scrap Area: .08292 Sq. in.
Present Area: .0078 Sq. in.
Per Cent Dep: 31.2

O-TROLLEY
40th Ave.
26th St. to 31st St.
& 31st St.
40th Ave. to 44th Ave.



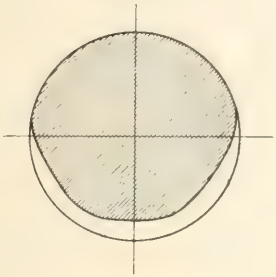
New Area: .08292 Sq. in.
Scrap Area: .065597 Sq. in.
Present Area: .0925 Sq. in.
Per Cent Dep: 60.15

O-TROLLEY
Chicago Ave.
48th Ave to 60th Ave.



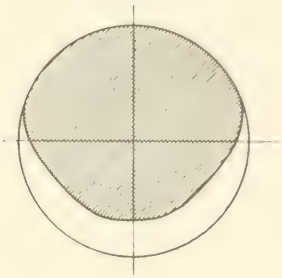
New Area: .08292 Sq. in.
Scrap Area: .065397 Sq. in.
Present Area: .0626 Sq. in.
Scrap Value Only

O-TROLLEY
Lake St.
48th Ave. to 60th Ave.



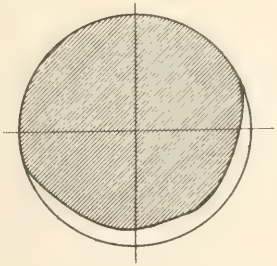
New Area: .08292 Sq in.
Scrap Area: .065597 Sq in.
Present Area: .0718 Sq in.
Per Cent Dep: 64.2

OO-TROLLEY
Madison St.
40th Ave. to 45th Ave.



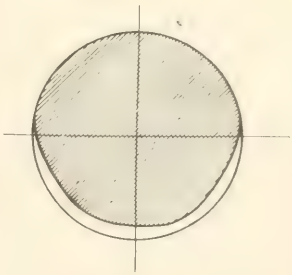
New Area: .10452 Sq in.
Scrap Area: .08292 Sq in.
Present Area: .0795 Sq in.
Scrap Value Only

OO-TROLLEY
Madison St.
45th Ave. to 50th Ave.

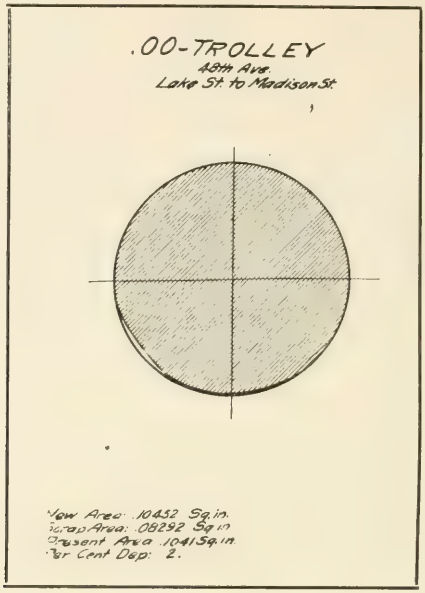


New Area: .10452 Sq in.
Scrap Area: .08292 Sq in.
Present Area .0940 Sq in.
Per Cent Dep: 48.7

O-TROLLEY
48th Ave.
Chicago Ave to Lake St.



New Area: .08292 Sq in.
Scrap Area: .065397 Sq in.
Present Area: .0744 Sq in
Per Cent Dep: 49.2


.00-TROLLEY
43th Ave.
Lake St. to Madison St.
New Area: .10452 Sq.in.
Scrap Area: .08292 Sq.in.
Present Area .1041 Sq.in.
Per Cent Dep: 2.

OVERHEAD SPECIAL WORK.

Layout No. 1.

Evanston Ave. at Lawrence Ave.

Material.	Cost New.	Scrap Value.
3 Pole Bands (solid, 2-bolt)	$ .75	.....
3 Brooklyns (medium malleable iron)	1.80	.....
7 Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.05	.....
7 Single curve hangers	2.80	.....
7 Double curve hangers	3.15	.....
14 Ears, 12-in. clinch	3.50	$ 1.40
170 Ft. 5 /16 in. span wire	1.36	.....
160 Ft. $\frac{1}{4}$ in. span wire	1.04	.....
260 Ft. 5 /16 in. guy wire	2.08	.....
	$17.53	
Incidentals and waste, at 5%	.88	.....
	$18.41	$ 1.40

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	4–5–6–28′	$ 41.66	$ 3.70	1893	40	$ 15.18	$ 26.48
1 Pole	Iron	5–6–7–45′	38.60	3.56	1903	15	5.26	33.84
Equipment as above			18.41	1.40	....	25	4.25	14.16
Labor on Equipment			27 50	.....	....	25	6.88	20.62
			$126.17	$ 8.66	....	...	$ 31.57	$ 94.60

OVERHEAD SPECIAL WORK.

Layout No. 2.

Edgewater Power House and Shops.

Material.	Cost New.	Scrap Value.
24 Pole bands (solid, 2-bolt)	$ 6.00	.....
83 Brooklyns (medium malleable iron)	49.80	.....
15 Globe strains, 2½ in	3.75	.....
8 Porcelain break strains	1.20	.....
46 Wood strains, 1¼ in. x 9½ in	6.90	.....
86 Straight line hangers, W. E. type A, or equal	34.40	.....
10 Barn hangers, W. E. type A, or equal	4.00	.....
11 Single curve hangers	4.40	.....
12 Double curve hangers	5.40	.....
4 Round top single curve hangers	1.20	.....
23 Round top double curve hangers	8.05	.....
9 Feeder hangers, W. E. 94,909	3.15	$ .45
55 Ears, 12-in. clinch	13.75	5.50
45 Ears, 9-in. clinch	9.00	2.70
58 4-in. screw clamp ears	11.60	.....
10 Splice ears, 15 in	5.00	2.50
2 Double strain ears	.90	.20
7 Trolley frogs	23.80	3.50
1 Terminal insulator (swivel)	.45	.....
33 ½-in. expansion bolts	2.31	.....
1 Insulated turnbuckle	.60	.....
3 Wall anchors	.60	.....
7 Cross-arm pole clamps	1.40	.....
1 1¼ in. guy rod and anchor	15.00	2.00
420 ft. ¼-in. span wire	2.73	.....
1,175 ft. 5/16 in. span wire	9.40	.....
12 ft. 2/0 W. P. wire	.92	.54
110 ft. 4/0 W. P. wire	12.98	8.03
	$238.69	
Incidentals and waste, at 5%	11.93	.....
	$250.62	$25.42

Quantity In Place:	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
2 Poles	Iron	6–7–8–30′	$ 70.50	$ 6.20	1900	22½	$ 14.47	$ 56.03
2 Poles	Iron	6–7–8–31′	73.10	6.60	1905	10	6.65	66.45
1 Pole	Iron	6–7–8–33′	37.75	3.45	1900	22½	7.72	30.03
1 Pole	Iron	5–6–7–30′	31.00	2.50	1900	22½	6.41	24.59
2 Poles	Iron	5–6–7–33′	62.12	5.50	1900	22½	13.41	51.71
10 Poles	Iron	4–5–6–28′	208.30	18.50	1893	40	75.92	132.38
1 Pole	Wood	7 in.–25′	5.50	1.00	1893	85	3.83	1.67
Equipment as above			250.62	25.42	....	25	56.30	194.32
Labor on Equipment			175.00	.....	....	25	43.75	131.25
			$916.89	$69.17	....	...	$228.46	$688.43

OVERHEAD SPECIAL WORK.

Layout No. 3.

Evanston Ave. and Devon Ave.

Material.	Cost New.	Scrap Value
23 Pole bands (solid, 2-bolt)	$ 5.75	....
23 Brooklyns (medium malleable iron)	13.80	.....
1 Porcelain break strain	.15	....
29 Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	4.35	.....
14 Straight line hangers, W. E. type A, or equal	5.60	.....
9 Single curve hangers	3.60	.....
9 Double curve hangers	4.05	.....
30 Ears, 12-in. clinch	7.50	$3.00
5 Splice ears, 15 in	2.50	1.25
1 Splicing sleeve, 10 in	.40	.06
4 Trolley frogs	13.60	2.40
300 ft. $\frac{1}{4}$-in. span wire	1.95	.....
1,785 ft. 5 /16 in. span wire	14.28	.....
100 ft. $\frac{1}{2}$-in. guy wire	1.65	.....
	$79.18	
Incidentals and waste, at 5%	3.96	.....
	$83.14	$6.71

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In place:								
2 Poles	Iron	6 7 8–30′	$ 70.50	$ 6.20	1905	10	$ 6.43	$ 64.07
1 Pole	Iron	5–6–7–30′	31.00	2.50	1905	10	2.85	28.15
13 Poles	Iron	4–5–6–28′	270.79	24.05	1893	40	98.70	172.09
1 Pole	Wood	8 in.–35′	11.50	1.00	1904	30	3.15	8.35
Equipment as above			83.14	6.71	....	25	19.11	64.03
Labor on Equipment			42.50	....	....	25	10.63	31.87
			$509.43	$40.46	....	...	$140.87	$368.56

OVERHEAD SPECIAL WORK.

Layout No. *4.

Devon Avenue and Clark Street.

	Material	Cost New	Scrap Value
10	Pole bands (solid 2-bolt)	$ 2.50	....
13	Brooklyns (medium malleable iron)	7.80	
1	Porcelain break strain	.15	
20	Wood strains, 1¼ in. x 9½ in	3.00	....
7	Straight line hangers, W. E. type A. or equal	2.80	....
9	Single curve hangers	3.60	....
5	Double curve hangers	2.25	....
19	Ears, 12 in. clinch	4.75	$1.90
6	Splicing ears, 15 in	3.00	1.50
3	Solid crossovers	10.20	1.50
3	Splicing sleeves, 10 in	1.20	.18
6	Trolley frogs	20.40	3.60
1	1½ in. guy rod and anchor	15.00	2.00
4	Eyebolts ½ in. x 12 in. steel	.20	....
970	Ft. 5/16 in. span wire	7.76	....
280	Ft. ½ in. guy wire	4.62	....
		$89.23	
	Incidentals and waste at 5%	4.46	....
		$93.69	$10.68

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	6–7–8–45′	$ 47.45	$ 4.77	1905	10	$ 4.27	$ 43.18
2 Poles	Iron	6–7–8–30′	70.50	6.20	1905	10	6.43	64.07
3 Poles	Iron	4–5–6–28′	62.49	5.55	1893	40	22.78	39.71
2 Poles	Wood	8 in.–35′	23.00	2.00	1904	30	6.30	16.70
2 Poles	Wood	7 in.–40′	23.00	2.00	1904	30	6.30	16.70
Equipment as above			93.69	10.68	....	25	20.75	72.94
Labor on Equipment			60.00	.....	....	25	15.00	45.00
			$380.13	$31.20	....	...	$ 81.83	$298.30

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. 5

Montrose Ave. at Evanston Ave.

	Material	Cost New	Scrap Value
5	Pole bands (solid 2-bolt)	$ 1.25	
5	Brooklyns (medium malleable iron)	3.00	
6	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.90	
2	Terminal insulators (swivel)	.90	
2	Straight line hangers, W. E. type A. or equal	.80	
1	Single curve hanger	.40	
1	Double curve hanger	.45	
4	Ears, 12 in. clinch	1.00	$ .40
551	Ft. 5/16 in. stranded wire	4.41	
		$13.11	
	Incidentals and waste at 5%	.66	
		$13.77	$ .40

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	6–7–8–30′	$ 68.84	$ 6.10	1897	30	$ 18.82	$ 50.02
Equipment as above			13.77	.40	....	25	3.34	10.43
Labor on Equipment			5.00	.....	....	25	1.25	3.75
			$ 87.61	$ 6.50	....	....	$ 23.41	$ 64.20

OVERHEAD SPECIAL WORK

Layout No. *6

Montrose Ave. at Clark St.

	Material	Cost New	Scrap Value
4	Insulated crossings (Philadelphia type)	$34.40	$5.00
	Incidentals and waste at 5%	1.72	
		$36.12	$5.00

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Equipment as above			$ 36.12	$ 5.00	....	25	$ 7.78	$ 28.34
Labor on Equipment			5.00	.....	....	25	1.25	3.75
			$ 41.12	$ 5.00	....	...	$ 9.03	$ 32.09

*Outside interest.

OVERHEAD SPECIAL WORK

Layout No. 7

Montrose Ave. at Robey St.

	Material	Cost New	Scrap Value
9	Pole bands (solid 2-bolt)	$ 2.25	
8	Brooklyns (medium malleable iron)	4.80	
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.30	
9	Straight line hangers, W. E. type A or equal	3.60	
4	Ears, 12 in. clinch	1.00	$ .40
4	Splicing ears, 15 in	2.00	1.00
4	Insulated crossings (Philadelphia type)	34.40	5.00
14	Ft. 5/16 in. stranded wire	1.39	
		$49.74	
	Incidentals and waste at 5%	2.49	
		$52.23	$6.40

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
4 Poles	Iron	5 6 7 30′	$120.68	$10 00	1897	30	$ 33.20	$ 87.48
Equipment as above			52.23	6.40	....	25	11.46	40.77
Labor on Equipment			15.00	.....	....	25	3.75	11.25
			$187.91	$16 40			$ 48.41	$139.50

OVERHEAD SPECIAL WORK.

Layout No. 10.

Montrose Ave. at 46th Court.

	Material.	Cost New.	Scrap Value.
15	Pole bands (solid 2-bolt)	$ 3.75	.....
15	Brooklyns (medium malleable iron)	9.00	.....
7	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.05	.....
2	Terminal insulators (swivel)	.90	.....
6	Straight line hangers	2.40	.....
2	Single curve hangers	.80	.....
1	Double curve hangers	.45	.....
9	Ears, 12-in. clinch	2.25	$ .90
671	Ft. 5/16 in. stranded wire	5.37	.....
		$25.97	
	Incidentals and waste, at 5%	1.30	.....
		$27.27	$ .90

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	6–7–8–31′	$ 31.10	$ 3.30	1897	30	$ 8.34	$ 22.76
3 Poles	Iron	5–6–7–30′	76.65	7.50	1897	30	20.74	55.91
4 Poles	Iron	5–6–30′	88.08	8.20	1897	30	23.96	64.12
Equipment as above			27.27	.90	....	25	6.59	20.68
Labor on Equipment			10.00	....	....	25	2.50	7.50
			$233.10	$19.90	....	...	$ 62.13	$170.97

OVERHEAD SPECIAL WORK.

Layout No. 9.

Montrose Ave. at Elston Ave.

	Material.	Cost New.	Scrap Value.
5	Pole bands (solid 2-bolt)	$ 1.25	....
2	Brooklyns (medium malleable iron)	1.20	.....
1	Brooklyn (extra heavy iron)	1.15	.....
24	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	3.60	....
1	Globe strain, $2\frac{1}{2}$ in	.25	.....
6	Insulated eyebolts	.96	.....
9	Straight line hangers, W. E. type A or equal	3.60	.....
3	Single curve hangers	1.20	.....
10	Ears, 12-in. clinch	2.50	$1.00
2	Splicing ears, 15 in	1.00	.50
317	Ft. 5 16 in. stranded wire	2.54	.....
41	Ft. $\frac{1}{2}$-in. stranded wire	.68	.....
629	Ft. $\frac{1}{4}$ in. stranded wire	4.09	.....
224	Ft. No. 6 steel wire	.69	.....
		$24.71	
	Incidentals and waste, at 5%	1.24	.....
		$25.95	$1.50

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	5–6–7–30′	$ 60.34	$ 5.00	1897	30	$ 16.60	$ 43.74
1 Pole	Iron	5–6–30′	26.64	2.05	1897	30	7.38	19.26
1 Pole	Wood	8 in.–35′	11.50	1.00	1897	65	6.83	4.67
1 Pole	Wood	7 in.–40′	11.50	1.00	1897	65	6.83	4.67
1 Stub	Wood	10 in.–35′	11.50	1.00	1897	65	6.83	4.67
Equipment as above			25.95	1.50		25	6.11	19.84
Labor on Equipment			25.00	....		25	6.25	18.75
			$172.43	$11.55	....	...	$ 56.83	$115.60

OVERHEAD SPECIAL WORK.

Layout No. 8.

Montrose Ave. at North 40th Ave.

	Material.	Cost New.	Scrap Value.
2	Pole bands (solid 2-bolt)	$ .50	.....
2	Brooklyns (medium malleable iron)	1.20	.....
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.30	.....
2	Straight line hangers, W. E. type A, or equal	.80	.....
2	Ears, 12-in. clinch	.50	$ .20
3	Splicing ears, 15 in	1.50	.75
4	Insulated crossings (Philadelphia type)	34.40	5.00
42	Ft. 5/16 in. stranded wire	.34	.....
		$39.54	
	Incidentals and waste, at 5%	1.98	.....
		$41.52	$5.95

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	5-6-7-33′	$ 63.46	$ 5.50	1897	30	$ 17.39	$ 46.07
Equipment as above			41.52	5.95	....	25	8.89	32.63
Labor on Equipment			7.50	.....	...	25	1.88	5.62
			$112.48	$11.45	....	...	$ 28.16	$ 84.32

OVERHEAD SPECIAL WORK.

Layout No. 11.

Lawrence Ave. at Evanston Ave.

	Material.	Cost New.	Scrap Value.
2	Brooklyns (medium malleable iron)	$ 1.20	.....
2	Terminal insulators (swivel)	.90	.....
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	.15	.....
1	Victor strain	.25	.....
92	Ft. 5/16 in. stranded wire	.74	.....
		$ 3.24	
	Incidentals and waste, at 5%	.16	
		$ 3.40	

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Wood	7 in.–40′	$ 11.50	$ 1.00	1897	65	$ 6.83	$ 4.67
Equipment as above			3.40	.....	....	20	.68	2.72
Labor on Equipment			5.00	.....	....	20	1.00	4.00
			$ 19.90	$ 1.00			$ 8.51	$ 11.39

OVERHEAD SPECIAL WORK.

Layout No. *12.

Lawrence Ave. at Clark St.

	Material.	Cost New.	Scrap Value.
3	Pole bands (solid, 2-bolt)	$ .75	.....
5	Brooklyns (medium, malleable iron)	3.00	.....
6	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.90	.....
4	Straight line hangers	1.60	.....
1	Ear 12-in. clinch	.25	$ .06
3	Splicing ears, 15 in	1.35	.51
1	Splicing sleeve, 10 in	.40	.06
4	Insulated crossings (Philadelphia type)	34.40	5.00
140	Ft. 5/16 in. stranded wire	1.12	.....
		$43.77	
	Incidentals and waste, at 5%	2.19	.....
		$45.96	$5.63

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	5–6–7–31′	$ 51.90	$ 5.20	1897	30	$ 14.01	$ 37.89
2 Poles	Iron	6–7–8–31′	62.20	6.60	1897	30	15.68	46.52
Equipment as above			45.96	5.63	....	20	8.07	37.89
Labor on Equipment			10.00	.....	....	20	2.00	8.00
			$170.06	$17.43	....	...	$ 39.76	$130.30

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. 13.

Lawrence Ave. at Robey St.

	Material.	Cost New.	Scrap Value.
8	Pole bands (solid 2-bolt)	$ 2.00	.....
8	Brooklyns (medium malleable iron)	4.80	.....
2	Wood strains, 1¼ in. x 9½ in	.30	.....
8	Straight line hangers	3.20	.....
4	Ears, 12-in. clinch	1.00	$ .24
4	Splicing ears, 15 in	1.80	.68
4	Insulated crossings (Philadelphia type)	34.40	5.00
180	Ft. 5/16 in. stranded wire	1.44	.....
		$48.94	
	Incidentals and waste, at 5%	2.45	.....
		$51.39	$5.92

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
4 Poles	Iron	4–5–6–28′	$ 83.32	$ 7.40	1897	30	$ 22.78	$ 60.54
Equipment as above			51.39	5.92	....	20	9.09	42.30
Labor on Equipment			5.00	.....	....	20	1.00	4.00
			$139.71	$13.32	....	...	$ 32.87	$106.84

OVERHEAD SPECIAL WORK

Layout No. 14

Lawrence Ave. at Lincoln Ave.

	Material	Cost New	Scrap Value
18	Pole bands (solid 2-bolt)	$ 4.50	.....
20	Brooklyns (medium malleable iron)	12.00	.....
15	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	2.25	.....
1	Globe strain, $2\frac{1}{2}$ in	.25	.....
13	Straight line hangers	5.20	.....
2	Feeder Hangers, W. E. 94907	.70	$ .10
4	Single curve hangers	1.60	.....
16	Ears, 12 in. clinch	4.00	.96
2	Splicing ears, 15 in	.90	.34
3	Trolley frogs, 4 pull-off rings	10.20	1.80
1	Solid crossover	3.40	.50
3	Insulated crossings (Philadelphia type)	25.80	3.75
1	W. I. ring, $\frac{1}{2}$ in. x 3 in	.05	.....
900	Ft. 5/16 in. stranded wire	7.20	.....
		$78.05	
	Incidentals and waste at 5%	3.90	.....
		$81.95	$7.45

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Iron	5–6–30′	$ 66.06	$ 6.15	1897	30	$ 17.97	$ 48.09
5 Poles	Iron	4–5–6–28′	104.15	9.25	1897	30	28.57	75.58
4 Poles	Iron	6–7–8–30′	119.20	12.40	1897	30	32.04	87.16
Equipment as above			81.95	7.45	....	20	14.90	67.05
Labor on Equipment			30.00	.....	....	20	6.00	24.00
			$401.36	$35.25	....	...	$ 99.48	$301.88

OVERHEAD SPECIAL WORK

Layout No. 15.

Lawrence Ave. near Maplewood Ave.

	Material	Cost New	Scrap Value
7	Pole bands (solid 2-bolt)	$1.75	
6	Brooklyns (medium malleable iron)	3.60	
7	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.05	
4	Straight line hangers	1.60	
1	Single curve hanger	.40	
3	Ears, 12 in. clinch	.75	$ .18
1	Double strain ear, W. E. 16212	.45	.10
1	Trolley frog, 4 pull-off rings	3.40	.60
1	Messenger cable clamp	.10	
170	Ft. 5/16 in. stranded wire	1.36	
124	Ft. $\frac{1}{2}$ in. stranded wire	2.05	
		$16.51	
	Incidentals and waste at 5%	.83	
		$17.34	$ .88

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	4–5–6–28′	$ 41.66	$ 3.70	1897	30	$ 11.39	$ 30.27
2 Poles	Iron	5–6–30′	44.04	4.10	1897	30	11.98	32.06
Equipment as above			17 34	.88	....	20	3.29	14.05
Labor on Equipment			2.50	.....	....	20	.50	2.00
			$105.54	$ 8 68			$ 27 16	$ 78 38

OVERHEAD SPECIAL WORK

Layout No. 16

Lawrence Ave. at Chicago River

	Material	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$ .25	.....
1	Brooklyn (medium malleable iron)	.60	.....
4	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.60	.....
3	Insulated Eyebolts	.48	.....
3	Straight line hangers	1.20	.....
2	Ears, 12 in. clinch	.50	$ .12
1	Splicing ear, 15 in.	.45	.17
3	Strain clamps, W. E. 94546	.60	.....
250	Ft. 5/16 in. stranded wire	2.00	.....
		$ 6.68	
	Incidentals and waste at 5%	.33	.....
		$ 7.01	$ .29

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	6–7–8–30′	$ 29.80	$ 3.10	1897	30	$ 8.01	$ 21.79
3 Poles	Wood	7 in.–30′	25.50	3.00	1897	65	14.63	10.87
Equipment as above			7.01	.29	....	20	1.34	5.67
Labor on Equipment			5.00	.....	....	20	1.00	4.00
			$ 67.31	$ 6.39	....	...	$ 24.98	$ 42.33

OVERHEAD SPECIAL WORK

Layout No. 17

Lawrence Ave. at 40th Ave.

	Material	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$ .50	
2	Brooklyns (medium malleable iron)	1.20	
3	Porcelain break strains	.45	
1	Wood strain, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	.15	
3	Eyebolts, $\frac{1}{2}$ in. x 12 in. steel	.15	
4	Straight line hangers	1.60	
2	Feeder hangers, W. E. 94907	.70	$ .10
3	Ears, 12 in. clinch	.75	.18
3	Splicing ears, 15 inch	1.35	.51
4	Insulated crossings (Philadelphia type)	34.40	5.00
218	Ft. 5/16 in. stranded wire	1.74	
		$42.99	
	Incidentals and waste at 5%	2.15	
		$45.14	$5.79

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	4–5–6–28′	$ 41.66	$ 3.70	....	30	$ 11.39	$ 30.27
1 Pole	Wood	7 in.–30′	8.50	1.00	1897	65	4.88	3.62
1 Pole	Wood	7 in.–40′	11.50	1.00	1897	65	6.83	4.67
Equipment as above			45.14	5.79	....	20	7.87	37.27
Labor on Equipment			5.00			20	1.00	4.00
			$111.80	$11.49	....	...	$ 31.97	$ 79.83

OVERHEAD SPECIAL WORK

Layout No. 18

Milwaukee Ave. at Belmont Ave

	Material	Cost New	Scrap Value
13	Pole bands (solid 2-bolt)	$ 3.25	.....
4	Brooklyns (medium malleable iron)	2.40	.....
6	Wood strains 1¼ in. x 9½ in.	.90	.....
3	Globe strains, 2½ in. 2-eye	.75	.....
1	Terminal insulator (swivel)	.45	.....
2	Porcelain knobs	.30	.....
1	Insulated Turnbuckle	.60	.....
10	Straight line hangers, W. E. type A or equal	4.00	.....
4	Single curve hangers	1.60	.....
1	Double curve hangers	.45	.....
2	Feeder hangers	.70	$ .10
14	Ears, 12 in. clinch	3.50	1.40
6	Splicing ears, 15 in	3.00	1.50
75	Ft. ½ in. stranded wire	1.24	.....
800	Ft. 5/16 in. stranded wire	6.40	.....
1	1½ in. guy rod and anchor	15.00	2.00
		$44.54	
	Incidentals and waste at 5%	2.23	.....
		$46.77	$5.00

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	6–7–8–30′	$ 35.25	$ 3.10	1908	2½	$ .80	$ 34.45
1 Pole	Iron	5–6–7–33′	32.56	2.75	1897	30	8.94	23.62
8 Poles	Iron	5–6–7–30′	248.00	20.00	1897	30	68.40	179.60
1 Pole (Milwaukee Type)	Iron	3–4–5–6–30′	41.62	3.40	1893	40	15.29	26.33
Equipment as above			46.77	5.00	....	30	12.53	34.24
Labor on Equipment			15.00	.....	....	30	4.50	10.50
			$419.20	$34.25	....	....	$110.46	$308.74

OVERHEAD SPECIAL WORK

Layout No. 19

Milwaukee Ave. at Irving Park Blvd.

	Material	Cost New	Scrap Value
7	Pole bands (solid 2-bolt)	$ 1.75	
8	Brooklyns (medium malleable iron)	4.80	
8	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.20	
4	Straight line hangers, W. E. type A or equal	1.60	
2	Feeder hangers, W. E. 94907	.70	$ .10
6	Ears, 12 in. clinch	1.50	.60
6	Section insulators (Philadelphia type)	27.00	3.60
4	Solid crossovers	13.60	2.00
4	$1\frac{1}{4}$ in. anchor rods and guys	60.00	8.00
500	Ft. 5/16 in. stranded wire	4.00	
		$116.15	
	Incidentals and waste at 5%	5.81	
		$121.96	$14.30

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	6–7–8–30′	$ 29.80	$ 3.10	1908	$2\frac{1}{2}$	$ .67	$ 29.13
3 Poles (Milwaukee Type)	Iron	3–4–5–6–30′	124.86	10.20	1893	40	45.86	79.00
9 Poles	Iron	5–6–7–30′	229.95	22.50	1907	5	10.37	219.58
Equipment as above			121.96	14.30	....	30	32.30	89.66
Labor on Equipment			20.00	.....	....	30	6.00	14.00
			$526.57	$50.10	....	...	$ 95.20	$431.37

OVERHEAD SPECIAL WORK.

Layout No. 20.

Milwaukee Ave. at Belle Plaine Ave.

	Material.	Cost New.	Scrap Value.
2	Pole bands (solid 2-bolt)	$ .50	.....
2	Brooklyns (medium malleable iron)	1.20	.....
3	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.45	.....
4	Straight line hangers, W. E. type A or equal	1.60	.....
3	Single curve hangers	1.20	.....
3	Double curve hangers	1.35	.....
10	Ears, 12-in. clinch	2.50	$1.00
170	Ft. 5/16 in. stranded wire	1.36	.....
		$10.16	
	Incidentals and waste, at 5%	.51	.....
		$10.67	$1.00

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	6 7 8 -30′	$ 34.42	$ 3.10	1909	...	.....	$ 34.42
2 Poles (Milwaukee Type)	Iron	3–4–5–6–30′	83.24	6.80	1893	40	$ 30.58	52.66
1 Stub	Wood	10 in.–30′	10.15	1.00	1905	25	2.29	7.86
Equipment as above			10.67	1.00	....	30	2.90	7.77
Labor on Equipment			25.00	.....	....	30	7.50	17.50
			$163.48	$11.90	....	...	$ 43.27	$120.21

OVERHEAD SPECIAL WORK.

Layout No. 21.

Milwaukee Ave. at Lawrence Ave.

	Material.	Cost New.	Scrap Value.
14	Pole bands (solid 2-bolt)	$ 3.50	.....
20	Brooklyns (medium malleable iron)	12.00	.....
13	Wood strains, 1¼ in. x 9½ in	1.95	.....
7	Straight line hangers, W. E. type A or equal	2.80	.....
6	Single curve hangers	2.40	.....
7	Double curve hangers	3.15	.....
23	Ears, 12-in. clinch	5.75	$2.30
2	Splicing ears, 15 in	1.00	.50
1	Section insulator (Philadelphia type)	4.50	.60
2	Trolley frogs	6.80	1.20
4	Porcelain knobs	.60	.....
1	Messenger cable clamp	.10	.....
2	Turnbuckles, 12 in	.60	.....
700	Ft. 5/16 in. stranded wire	5.60	.....
		$50.75	
	Incidentals and waste, at 5%	2.54	.....
		$53.29	$4.60

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	5–6–7–30′	$ 31.00	$ 2.50	1893	40	$ 11.40	$ 19.60
2 Poles	Iron	5–6–7–30′	62.00	5.00	1907	5	2.85	59.15
2 Poles (Milwaukee Type)	Iron	3–4–5–6–30′	83.24	6.80	1893	40	30.58	52.66
6 Poles	Iron	6–7–8–30′	211.50	18.60	1893	40	77.16	134.34
Equipment as above			53.29	4.60	....	30	14.61	38.68
Labor on Equipment			32.50	....	....	30	9.75	22.75
			$473.53	$37.50	....	...	$146.35	$327.18

OVERHEAD SPECIAL WORK.

Layout No. 22.

Lincoln Ave. at Robey St. and Irving Park Blvd.

	Material.	Cost New.	Scrap Value.
21	Pole bands (solid 2-bolt)	$ 5.25	.....
22	Brooklyns (medium malleable iron)	13.20	.....
32	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	4.80	.....
3	Porcelain break strains	.45	.....
10	Straight line hangers, W. E. type A or equal	4.00	.....
3	Single curve hangers	1.20	.....
2	Feed hangers, W. E. 94907	.70	$ .10
2	Section insulators (Philadelphia type)	9.00	1.20
4	Insulated crossings (Philadelphia type)	34.40	5.00
4	Trolley frogs	13.60	2.40
14	Ears, 12-in. clinch	3.50	1.40
3	Splicing ears, 15-in	1.50	.75
30	Ft. 4/0 W. P. wire	3.54	2.19
1,400	Ft. 5/16 in. stranded wire	11.20	.....
		$106.34	
	Incidentals and waste, at 5%	5.32	.....
		$111.66	$13.04

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
8 Poles	Iron	6–7–8–30′	$275.36	$24.80	1907	5	$ 12.55	$262.81
9 Poles	Iron	4–5–6–28′	229.05	16.65	1907	5	5.62	223.43
Equipment as above			111.66	13.04	....	20	19.72	91.94
Labor on Equipment			37.50	.....	....	20	7.50	30.00
			$653.57	$54.49	.....		$ 45.39	$608.18

OVERHEAD SPECIAL WORK.

Layout No. 23.

Lincoln Ave. at Montrose Ave.

	Material.	Cost New.	Scrap Value.
9	Pole bands (solid 2-bolt)	$ 2.25	....
14	Brooklyns (medium malleable iron)	8.40	....
12	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.80	....
9	Straight line hangers, W. E. type A or equal	3.60	....
4	Single curve hangers	1.60	....
1	Double curve hanger	.45	....
11	Ears, 12-in. clinch	2.75	$1.10
4	Splicing ears, 15 in	2.00	1.00
3	Splicing sleeves, 10 in	1.20	.18
4	Insulated crossings (Philadelphia type)	34.40	5.00
2	Trolley frogs, 4 pull-off eyes	6.80	1.20
560	Ft. 5/16 in. stranded wire	4.48	....
		$69.73	
	Incidentals and waste, at 5%	3.49	....
		$73.22	$8.48

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Iron	6-7-8-30′	$103.26	$ 9.30	1907	5	$ 4.70	$ 38.56
1 Pole	Iron	5-6-7-33′	31.73	2.75	1907	5	1.45	30 28
2 Poles	Iron	5-6-30′	53.28	4.10	1907	5	2.46	50 82
Equipment as above			73.22	8.48	....	20	12.95	60.27
Labor on Equipment			22.50	....	....	20	4.50	18.00
			$283.99	$24.63	....	...	$ 26.06	$257.93

OVERHEAD SPECIAL WORK.

Layout No. 24.

Lincoln Ave. at Foster Ave.

	Material.	Cost New.	Scrap Value.
10	Pole bands (solid 2-bolt)	$ 2.50	.....
10	Brooklyns (medium malleable iron)	6.00	.....
10	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.50	.....
4	Terminal insulators (swivel)	1.80	.....
7	Straight line hangers, W. E. Type A or equal	2.80	.....
3	Solid feed hanger ears	1.35	$ .45
7	Ears, 12-in. clinch	1.75	.70
4	Splicing ears, 15-in	2.00	1.00
1	Trolley frog, 4 pull-off eyes	3.40	.60
1	W. I. ring, $\frac{1}{2}$ in. x 3 in	.05	.....
590	Ft. 5/16 in. stranded wire	4.72	.....
34	Ft. 4/0 W. P. wire	4.01	2.48
		$31.88	
	Incidentals and waste, at 5%	1.59	.....
		$33.47	$5.23

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
10 Poles	Iron	6–7–8–30′	$344.20	$31.00	1907	5	$ 15.66	$328.54
Equipment as above			33.47	5.23	....	20	5.65	27.82
Labor on Equipment			12.50	.....	....	20	2.50	10.00
			$390.17	$36.23	....	...	$ 23.81	$366.36

OVERHEAD SPECIAL WORK.

Layout No. 25.

Car House at Lincoln Ave. at Belle Plaine Ave.

	Material.	Cost New.	Scrap Value
6	Pole bands (solid 2-bolt)	$ 1.50	....
7	Brooklyns (medium malleable iron)	4.20	.....
53	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	7.95	.....
33	Eyebolts, $\frac{1}{2}$ in. x 12 in	1.65	.....
87	Straight line hangers, W. E. type A or equal	34.80	.....
8	Single curve hangers	3.20	.....
2	Barn hangers	.80	.....
93	Ears, 12-in. clinch	23.25	$ 9.30
4	Ears, 15 in. clinch	1.00	.40
3	Splicing ears, 15 in	1.50	.75
1	Insulated crossing (Philadelphia type)	8.60	1.25
2	Trolley frogs, 4 pull-off eyes	6.80	1.20
1,415	Ft. 5/16 in. stranded wire	11.32	.....
245	Ft. $\frac{1}{4}$ in. stranded wire	1.59	.....
		$108.16	
	Incidentals and waste, at 5%	5.41	.....
		$113.57	$12.90

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	6-7-8 30'	$ 68.84	$ 6.20	1907	5	$ 3.13	$ 65.71
Equipment as above			113.57	12.90	....	20	20.13	93.44
Labor on Equipment			100.00	.....	....	20	20.00	80.00
			$282.41	$19.10	....	....	$ 43.26	$239.15

OVERHEAD SPECIAL WORK.

Layout No. 26.

Robey St. and Belmont Ave.

	Material	Cost New	Scrap Value
9	Pole bands (solid 2-bolt)	$ 2.25	.....
9	Brooklyns (medium, malleable iron)	5.40	.....
12	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.80	.....
8	Straight line hangers, W. E. type A, or equal	3.20	.....
8	Single curve hangers	3.20	.....
7	Double curve hangers	3.15	.....
19	Ears, 12-in. clinch	4.75	$1.14
4	Splicing ears, 15 in	1.80	.68
2	W. I. rings, 5 /8 in. x 6 in	.10	.....
2	$1\frac{1}{4}$ in. anchor rods and guys	30.00	4.00
680	Ft. 5 /16 in. stranded wire	5.44	.....
		$61.09	
	Incidentals and waste, at 5%	3.05	
		$64.14	$5.82

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place.								
1 Pole	Iron	6–7–8–30′	$ 29.80	$ 3.10	1897	30	$ 8.01	$ 21.79
7 Poles	Iron	5–6–7–30′	178.85	17.50	1897	30	48.41	130.44
Equipment as above			64.14	5.82	....	35	20.41	43.73
Labor on Equipment			35.00	.....	...	35	12.25	22.75
			$307.79	$26.42	....	...	$ 89.08	$218.71

OVERHEAD SPECIAL WORK.

Layout No. 27.

Balmoral Ave. at E. Ravenswood Park.

	Material	Cost New	Scrap Value
3	Pole bands (solid, 2-bolt)	$ .75	.....
3	Brooklyns (medium, malleable iron)	1.80	.....
9	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.35	.....
2	Straight line hangers, W. E. type A, or equal	.80	.....
6	Single curve hangers	2.40	.....
7	Double curve hangers	3.15	.....
15	Ears, 12-in. clinch	3.75	$ .90
1	Splicing ear, 15 in	.45	.17
4	Trolley clamps	1.20	.....
1	Wall anchor	.20	.....
85	Ft. trolley tee, steel, $2\frac{1}{2}$ in. x $1\frac{1}{4}$ in	7.65	.....
85	Ft. Wood trough	34.00	.....
2	$1\frac{1}{4}$ in. anchor rods and guys	30.00	4.00
570	Ft. 5/16 in. stranded wire	4.56	.....
		$92.06	
	Incidentals and waste, at 5%	4.60	
		$96.66	$5.07

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	6–7–8–30′	$ 29.80	$ 3.10	1897	30	$ 8.01	$ 21.79
1 Pole	Iron	5–6–7–31′	25.95	2.60	1897	30	7.00	18.95
3 Poles	Iron	5–6–7–30′	76.65	7.50	1897	30	20.75	55.90
Equipment as above			96.66	5.07	....	35	32.06	64.60
Labor on Equipment			30.00			35	10.50	19.50
			$259.06	$18.27	....	...	$ 78.32	$180.74

OVERHEAD SPECIAL WORK.

Layout No. 28.

E. Ravenswood Park at Cemetery Drive.

	Material	Cost New	Scrap Value
4	Pole bands (solid, 2-bolt)	$ 1.00	.....
3	Brooklyns (medium, malleable iron)	1.80	.....
2	Terminal insulators (swivel)	.90	.....
2	Wood strains, 1½ in. x 9½ in	.30	.....
1	Straight line hanger, W. E. type A, or equal	.40	.....
1	Single curve hanger	.40	.....
1	Double curve hanger	.45	.....
2	Ears, 12-in. clinch	.50	$ .12
1	Splicing Ear, 15 in	.45	.17
310	Ft. 5/16 in. stranded wire	2.48	.....
		$ 8.68	
	Incidentals and waste, at 5%	.43	
		$ 9.11	$ .29

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	6–7–8–30′	$ 68.84	$ 6.20	1897	30	$ 18.79	$ 50.05
2 Poles	Iron	4–5–6–28′	41.66	3.70	1897	30	11.39	30.27
Equipment as above			9.11	.29	....	35	3.09	6.02
Labor on Equipment			7.50	.....	....	35	2.63	4.87
			$127.11	$10.19	....	...	$ 35.90	$ 91.21

OVERHEAD SPECIAL WORK.

Layout No. 29.

Irving Park Blvd. at Elston Ave.

	Material	Cost New	Scrap Value
8	Pole bands (solid 2-bolt)	$ 2.00	
2	Brooklyns (medium, malleable iron)	1.20	.....
27	Wood strains, 1¼ in. x 9½ in	4.05	
10	Straight line hangers, W. E. type A, or equal	4.00	.....
7	Single curve hangers	2.80	.....
17	Ears, 12-in. clinch	4.25	$1.02
4	Trolley frogs	13.60	2.40
4	Solid crossovers	13.60	2.00
1	Iron ring, 4 in. x ½ in	.05	.....
3	Porcelain knobs	.45	.....
398	Ft. 5/16 in. stranded wire	3.18	.....
633	Ft. ¼ in. stranded wire	4.11	
		$53.29	
	Incidentals and waste, at 5%	2.66	
		$55.95	$5.42

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Iron	5–6–7–30′	$ 90.51	$ 7.50	1896	32½	$ 26.98	$ 63.53
1 Pole	Iron	5–6–7–35′	32.89	2.90	1896	32½	9.75	23.14
1 Pole	Wood	8 in.–50′	17.50	1.00	1894	80	13.20	4.30
4 Poles	Wood	6 in.–50′	56.00	4.00	1894	80	41.60	14.40
1 Pole	Wood	6 in.–45′	11.90	1.00	1894	80	8.72	3.18
Equipment as above			55.95	5.42	....	25	12.63	43.32
Labor on Equipment			17.50			25	4.38	13.12
			$282.25	$21.82			$117.26	$164.99

OVERHEAD SPECIAL WORK.

Layout No. 30.

Irving Park Blvd. at Dunning.

	Material.	Cost New	Scrap Value
2	Pole bands (solid, 2-bolt)	$ .50	.....
1	Brooklyn (medium, malleable iron)	.60	.....
4	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.60	.....
2	Straight line hangers, W. E. type A, or equal	.80	.....
1	Single curve hanger	.40	.....
2	Ears, 12-in. clinch	.50	$ .12
168	Ft. 3 8 in. stranded wire	1.68	.....
82	Ft. 5 16 in. stranded wire	.66	.....
205	Ft. No. 8 iron wire	.37	.....
		$ 6.11	
	Incidentals and waste, at 5%	.31	
		$ 6.42	$ .12

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	4–5–6–28′	$ 41.66	$ 3.70	1896	$32\frac{1}{2}$	$ 12.34	$ 29.32
1 Pole	Iron	6–7–8–35′	33.55	3.60	1896	$32\frac{1}{2}$	9.73	23.82
Equipment as above			6.42	.12	....	25	1.58	4.84
Labor on Equipment			7.50	.....	....	25	1.88	5.62
			$ 89.13	$ 7.42	...	...	$ 25.53	$ 63.60

OVERHEAD SPECIAL WORK.

Layout No. *31.

Belmont Ave. at Halsted St.

	Material	Cost New	Scrap Value
5	Pole bands (solid 2-bolt)	$ 1.25	.....
6	Brooklyns (medium, malleable iron)	3.60	.....
11	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.65	
4	Straight line hangers, W. E. type A, or equal	1.60	.....
6	Single curve hangers	2.40	.....
7	Double curve hangers	3.15	.....
11	Ears, 12-in. clinch	2.75	$1.10
5	Ears, 9-in. clinch	1.00	.30
2	Splicing ears, 15 in	1.00	.50
2	Trolley frogs	6.80	1.20
1	Solid crossover	3.40	.50
1	$1\frac{3}{4}$ in. guy rod and anchor	15.00	2.00
2	Iron rings, 4 in. x $\frac{1}{2}$ in	.10	.....
477	Ft. 5/16 in. stranded wire	3.82	.....
		$47.52	
	Incidentals and waste, at 5%	2.38	
		$49.90	$5.60

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Iron	6-7-8-30′	$105.75	$ 9.30	1894	$37\frac{1}{2}$	$ 36.17	$ 69.58
1 Pole	Iron	5.6-7-30′	31.00	2.50	1894	$37\frac{1}{2}$	10.69	20.31
1 Pole	Iron	4-5-6-28′	26.28	1.85	1894	$37\frac{1}{2}$	9.16	17.12
Equipment as above			49.90	5.60	....	30	13.29	36.61
Labor on Equipment			30.00			30	9.00	21.00
			$242.93	$19.25	....	...	$ 78.31	$164.62

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. *32.

Belmont Ave. at Clark St.

	Material	Cost New	Scrap Value
8	Pole bands (solid 2-bolt)	$ 2.00	$.....
8	Brooklyns (medium, malleable)	4.80	.....
1	Wood strain, $1\frac{1}{4}$ in.x $9\frac{1}{2}$ in.	.15	.....
8	Straight line hangers, W. E. type A or equal	3.20	.....
8	Ears, 12 in. clinch	2.00	.80
4	Adjustable crossovers	18.00	3.00
142	Ft. 5/16 in. stranded wire	1.14	.....
30	Ft. 4/0 W. P. Wire	3.54	2.19
		$34.83	
	Incidentals and waste at 5%	1.74	
		$36.57	$ 5.99

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
8 Poles	Iron	6–7–8–30′	$282.00	$24.80	1894	$37\frac{1}{2}$	$ 96.45	$185.55
Equipment as above			36.57	5.99	....	30	9.17	27.40
Labor on Equipment			10.00	.....	....	30	3.00	7.00
			$328.57	$30.79	....	...	$108.62	$219.95

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. *33.

Belmont Ave. at Sheffield Ave.

	Material	Cost New	Scrap Value
8	Pole bands (solid 2-bolt)	$ 2.00	$
8	Brooklyns (medium, malleable iron)	4.80	
6	Wood strains, $1\frac{1}{4}$ in.x $9\frac{1}{2}$ in	.90	
8	Straight line hangers, W. E. type A or equal	3.20	
8	Ears, 12 in. clinch	2.00	.80
3	Splicing ears, 15 in.	1.50	.75
4	Adjustable crossovers	18.00	3.00
134	Ft. 5/16 in. stranded wire	1.07	
30	Ft. 4/0 W. P. wire	3.54	2.19
		$37.01	
	Incidentals and waste at 5%	1.85	
		$38.86	$6.74

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
8 Poles	Iron	6–7–8–30′	$282.00	$24.80	1894	$37\frac{1}{2}$	$96.45	$185.55
Equipment as above			38.86	6.74	....	30	9.64	29.22
Labor on Equipment			10.00	.....	....	30	3.00	7.00
			$330.86	$31.54	....	...	$109.09	$221.77

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. *34.

Belmont Ave. at Southport Ave.

	Material	Cost New	Scrap Value
7	Pole bands (Solid 2-bolt)	$ 1.75	$ .....
8	Brooklyns (medium, malleable iron)	4.80	.....
2	Wood strains, 1¼ in.x 9½ in	.30	.....
6	Straight line hangers, W. E. type A or equal	2.40	.....
2	Feeder hangers, W. E. 94907	.70	.10
4	Ears, 12 in. clinch	1.00	.40
4	Splicing ears, 15 in	2.00	1.00
2	Splicing sleeves, 10 in	.80	.12
4	Insulated crossings (Philadelphia type)	34.40	5.00
1	Lightning arrester (Garton)	6.00	.....
140	Ft. 5 /16 in. stranded wire	1.12	.....
30	Ft. 4 /0 W. P. wire	3.54	2.19
		$58.81	
	Incidentals and waste at 5%	2.94	
		$61.75	$ 8.81

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
7 Poles	Iron	5–6–7–30′	$217.00	$17.50	1894	37½	$74.81	$142.19
Equipment as above			61.75	8.81	....	30	15.88	45.87
Labor on Equipment			12.50	.....	....	30	3.75	8.75
			$291.25	$26.31	....	...	$94.44	$196.81

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. *35.

Belmont Ave. at Western Ave.

	Material	Cost New	Scrap Value
19	Pole bands (Solid 2-bolt)	$ 4.75	$.....
22	Brooklyns (medium, malleable iron)	13.20	.....
23	Wood strains, $1\frac{1}{4}$ in.x $9\frac{1}{2}$ in	3.45	.....
1	Globe strain, $2\frac{1}{2}$ in	.25	.....
11	Straight line hangers, W. E. type A or equal	4.40	.....
2	Double curve hangers	.90	.....
1	Feeder hanger, W. E. 94907	.35	.05
10	Ears, 12 in. clinch	2.50	1.00
9	Splicing Ears, 15 in	4.50	2.25
2	Solid feeder ears	.90	.30
3	Splicing sleeves, 10 in.	1.20	.18
5	Trolley frogs	17.00	3.00
6	Solid cross-overs	20.40	3.00
5	Section insulators (Philadelphia type)	24.50	3.00
2200	Ft. 5/16 in. stranded wire	17.60	.....
65	Ft. 4/0 W. P. wire	7.67	4.75
1	$1\frac{1}{2}$ in. guy rod and anchor	15.00	2.00
		$138.57	
	Incidentals and waste at 5%	6.93	
		$145.50	$19.53

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
4 Poles	Iron	6-7-8-30′	$141.00	$12.40	1897	30	$ 38.58	$102.42
11 Poles	Iron	5-6-7-30′	341.00	27.50	1897	30	94.05	246.95
1 Pole	Wood.	7 in. -40′	11.50	1.00	1905	25	2.63	8.87
Equipment as above			145.50	19.53	....	30	37.79	107.71
Labor on Equipment			30.00	.....	....	30	9.00	21.00
			$669.00	$60.43	....	...	$182.05	$486.95

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. 36.

Belmont Ave. at Chicago River.

	Material	Cost New	Scrap Value
6	Insulated eyebolts	$ 0.96	$
6	Straight line hangers, W. E. Type A or equal	2.40	
36	Barn hangers	14.40	
9	Ears, 12 in. clinch	2.25	.90
5	Splicing ears, 15 in	2.50	1.25
2	Feed tap ears	.60	.20
4	Trolley Frogs (special draw bridge)	21.60	4.80
		$44.71	
	Incidentals and waste at 5%	2.24	
		$46.95	$7.15

	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Equipment as above	$ 46.95	$ 7.15	....	30	$ 11.94	$ 35.01
Labor on Equipment	20.00	.....	....	30	6.00	14.00
	$ 66.95	$ 7.15	....	...	$ 17.94	$ 49.01

OVERHEAD SPECIAL WORK.

Layout No. 37.

Western Ave. at Chicago River.

	Material	Cost New	Scrap Value
4	Brooklyns (medium, malleable iron)	$ 2.40	$
10	Wood strains, $1\frac{1}{4}$ in.x $9\frac{1}{2}$ in	1.50	
4	Hooks, 8 lbs. W. I.	.76	
4	Straight line hangers	1.60	
56	Barn hangers	22.40	
11	Ears, 12 in. clinch	2.75	1.10
5	Ears, 15 in. splicing	2.50	1.25
4	Trolley bridge pans, 129 lbs	332.00	56.76
4	Trolley hinge pans, 41 lbs	80.00	18.05
2	Male trolley pans, 11 lbs	5.40	2.42
2	Female trolley pans, 11 lbs	5.20	2.42
1	Steel plate anchor, 9 in.x 18 in.x $\frac{1}{2}$ in	.75	
1	Turnbuckle, 18 in.x 1 in	.75	
15	Ft. $2\frac{1}{2}$ in. W. I. pipe	2.85	
80	Ft. wire, $\frac{1}{2}$ in. stranded	1.32	
225	Ft. wire, 5 /16 in. stranded	1.80	
4	Latticed steel poles for counter weights	332.80	35.64
4	C. I. counterweights	126.80	18.00
2	Latticed steel bracket poles	150.00	16.10
		$1,073.58	
	Incidentals and waste at 5%	53.68	
		$1,127.26	$151.74

	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Equipment as above	$1,127.26	$151.74	....	$12\frac{1}{2}$	$120.69	$1,006.57
Labor on Equipment	30.00	.....	....	$12\frac{1}{2}$	3.75	26.25
	$1,157.26	$151.74	....	..	$124.44	$1,032.82

OVERHEAD SPECIAL WORK.

Layout No. 38.

Western Ave. at Roscoe Street.

	Material.	Cost, New.	Scrap Value.
5	Pole bands (solid, 2-bolt)	$ 1.25	.....
10	Brooklyns (medium, malleable iron)	6.00	.....
30	Wood strains, 1¼ in. x 9½ in	4.50	.....
6	Insulated eyebolts, 5 /8 in. x 18 in	.96	.....
1	Steel eyebolt, ½ in. x 12 in	.05	.....
10	Straight line hangers, W. E. type A, or equal	4.00	.....
1	Single curve hanger	.40	.....
1	Double curve hanger	.45	.....
5	Ears, 12-in. clinch	1.25	$0.50
5	Splicing ears, 15 in	2.50	1.25
2	Feed tap ears, 12 in	.60	.20
4	Trolley frogs	13.60	2.40
1,095	Ft. 5 /16 in. stranded wire	8.76	.....
260	Ft. ½ in. stranded wire	4.29	.....
60	Ft. No. 10 W. P. wire	.40	.30
2	5-lamp clusters	5.00	.....
		$54.01	
	Incidentals and waste, at 5%	2.70	
		$56.71	$4.65

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	5–6–7–30′	$ 51.10	$ 5.00	1895	35	$ 16.14	$ 34.96
1 Pole	Wood.	7 in. –50′	17.00	1.00	1895	75	12.00	5.00
5 Poles	Wood.	7 in. –40′	57.50	5.00	1895	75	39.38	18.12
2 Poles	Wood.	7 in. –30′	17.00	2.00	1895	75	11.25	5.75
Equipment as above			56.71	4.65	....	25	13.02	43.69
Labor on Equipment			20.00	.....	....	25	5.00	15.00
			$219.31	$17.65	....	...	$ 96.79	$122.52

OVERHEAD SPECIAL WORK.

Layout No. 39.

North 40th Ave. at Bohemian Cemetery.

	Material.	Cost New.	Scrap Value.
1	Brooklyn (medium, malleable iron)	$ 0.60	
2	Insulated eyebolts	.32	
2	Wood strains, 1¼ in. x 9½ in	.30	
2	Terminal insulators (swivel)	.90	
5	Straight line hangers	2.00	
1	Single curve hanger	.40	
2	Ears, 12-in. clinch	.50	$0.20
2	Ears, 15-in. splicing	1.00	.50
1	Splicing sleeve, 10 in	.40	.06
275	Ft. 5 16 in. stranded wire	2.20	
200	Ft. No. 6 steel wire	.62	
		$ 9.24	
	Incidentals and waste, at 5%	.46	
		$ 9.70	$ .76

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
6 Poles	Wood.	7 in. 40′	$ 69.00	$ 6.00	1905	25	$ 15.75	$ 53.25
2 Stub	Wood.	10 in.–25′	20.30	2.00	1905	25	4.58	15.72
Equipment as above			9.70	.76	....	25	2.24	7.46
Labor on Equipment			10.00	.....	....	25	2.50	7.50
			$109.00	$ 8.76	....	...	$ 25.07	$ 83.93

OVERHEAD SPECIAL WORK.

Layout No. *40.

Elston Ave. and Milwaukee Ave.

	Material.	Cost, New.	Scrap Value.
9	Pole bands (solid, 2-bolt)	$ 2.25	.....
7	Brooklyns (medium, malleable iron)	4.20	.....
19	Wood strains, $9\frac{1}{2}$ in. x $1\frac{1}{4}$ in	2.85	.....
1	Globe strains, $2\frac{1}{2}$ in	.25	.....
2	Sections insulator (Philadelphia type)	9.00	$1.20
1	Crossover, solid, 30 deg	3.40	.50
2	Frogs	6.80	1.20
4	Hangers, single curve	1.60	.....
11	Hangers, double curve	4.95	.....
14	Ears, 12-in. clinch	3.50	1.40
2	Solid feeder ears	.70	.10
1	Splicing ear, 15-in	.50	.25
2	Insulated eyebolts	.32	.....
381	Ft. $\frac{1}{2}$-in. stranded wire	6.29	.....
206	Ft. 5/16-in. stranded wire	1.65	.....
30	Ft. 2/0 W. P. wire	2.31	1.35
		$50.57	
	Incidentals and waste, 5%	2.53	
		$53.10	$6.00

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
3 Poles	Iron	5–6–7–8–40′	$121.71	$11.85	1908	$2\frac{1}{2}$	$ 2.75	$118.96
5 Poles	Iron	6–7–8–35′	195.00	18.00	1894	$37\frac{1}{2}$	66.37	128.63
1 Pole	Wood.	10 in.–30′	10.15	1.00	1905	25	2.29	7.86
2 Poles	Wood.	6 in.–40′	20.66	2.00	1905	25	4.67	15.99
Equipment as above.			53.10	6.00	....	35	16.49	36.61
Labor on Equipment.			30.00	.....	...	35	10.50	19.50
			$430.62	$38.85	...		$103.07	$327.55

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. 41.

Elston Ave. at Wade Street.

	Material.	Cost. New.	Scrap Value.
2	Pole bands (solid, 2-bolt)	$ 0.50	.....
1	Brooklyn (medium, malleable iron)	.60	.....
3	Globe strains, $2\frac{1}{2}$ in	.75	
2	Wood strains, $9\frac{1}{2}$ in. x $1\frac{1}{4}$ in	.30	.....
1	Insulated eyebolt	.16	.....
4	Double curve hangers	1.80	.....
2	Single curve hangers	.80	.....
6	Ears, 12-in. clinch	1.50	$0.60
44	Ft. 5/16 in. stranded wire	3.52	.....
71	Ft. $\frac{1}{4}$-in. stranded wire	4.62	.....
		$14.55	
	Incidentals and waste, at 5%	.73	
		$15.28	$ .60

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
1 Pole	Iron	6–7–8–35′	$ 38.17	$ 3.60	1908	$2\frac{1}{2}$	$ .86	$ 37.31
1 Pole	Wood.	10 in.–30′	10.15	1.00	1905	25	2.29	7.86
Equipment as above			15.28	.60	....	35	5.14	10.14
Labor on Equipment			12.50			35	4.38	8.12
			$ 76.10	$ 5.20			$ 12.67	$ 63.43

OVERHEAD SPECIAL WORK.

Layout No. *42.

Elston Ave. at Division St.

	Material.	Cost New.	Scrap Value.
7	Pole bands (solid, 2-bolt)	$ 1.75	.....
2	Eyebolts, insulated	.32	.....
12	Brooklyns (medium, malleable iron)	7.20	.....
32	Wood strains, $9\frac{1}{2}$ in. x $1\frac{1}{4}$ in	4.80	.....
2	Crossovers (solid)	6.80	$1.00
4	Trolley frogs	13.60	2.40
19	Straight line hangers	7.60	.....
9	Single curve hangers	3.60	.....
11	Double curve hangers	4.95	.....
8	Splicing ears, 15 in	4.00	2.00
31	Ears, 12-in. clinch	7.75	3.10
1	Iron ring, 4 in. x 5 /8 in	.05	.....
876	Ft. $\frac{1}{4}$-in. stranded wire	5.69	.....
327	Ft. 5 /16-in. stranded wire	2.62	.....
		$70.73	
	Incidentals and waste, at 5%	3.54	
		$74.27	$8.50

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	6-7-8-30′	$ 68.84	$ 6.20	1908	$2\frac{1}{2}$	$ 1.57	$ 67.27
3 Poles	Iron	6-7-8-30′	103.26	9.30	1894	$37\frac{1}{2}$	35.24	68.02
1 Pole	Iron	5-6-7-30′	30.17	2.50	1894	$37\frac{1}{2}$	10.38	19.79
1 Pole	Iron	8 in.-40′	11.50	1.00	1905	25	2.63	8.87
Equipment as above			74.27	8.50	....	35	23.02	51.25
Labor on Equipment			60.00	.....	....	35	21.00	39.00
			$348.04	$27.50	....	...	$ 93.84	$254.20

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. 43.

Elston Ave. at Sloan Street.

	Material.	Cost, New.	Scrap Value.
1	Insulated eyebolt	$ 0.16	
4	Double curve hangers	1.80	
2	Single curve hangers	.80	
6	Ears, 12-in. clinch	1.50	$0.60
3	Globe strains	.75	
90	Ft. $\frac{1}{4}$-in. span wire	.59	
		$ 5.60	
	Incidentals and waste, at 5%	.28	
		$ 5.88	$ .60

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Wood.	6 in.–30′	$ 5.90	$ 1.00	1905	25	$ 1.23	$ 4.67
Equipment as above			5.88	.60	....	35	1.85	4.03
Labor on Equipment			10.00	.....	....	35	3.50	6.50
			$ 21.78	$ 1.60	....	...	$ 6.58	$ 15.20

OVERHEAD SPECIAL WORK.

Layout No. 44.

Elston Ave. at Blackhawk St.

	Material	Cost New	Scrap Value
5	Insulated eye bolts	$ 0.80	.....
6	Wood strains, 9½ in. x 1¼ in	.90	.....
2	Globe strains	.50	.....
1	Brooklyns (medium, malleable iron)	.60	.....
6	Straight line hangers	2.40	.....
2	Double Curve Hangers	.90	.....
2	Single Curve Hangers	.80	.....
2	Solid Feeder ears	.90	$ 0.30
10	Ears, 12 in. Clinch	2.50	1.00
25	Ft. 2 /0 W. P. wire	1.93	1.13
191	Ft. 5 /16 in. iron stranded wire	1.53	.....
89	Ft. ¼ in. iron stranded wire	.58	.....
1	1½ Guy rod and Anchor	15.00	2.00
		$29.34	.....
	Incidentals and waste at 5%	1.47	.....
		$30.81	$ 4.43

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
6 Poles	Wood.	7 in. x 50′	$102.00	$ 6.00	1905	25	$ 24.00	$ 78.00
2 Poles	Wood.	7 in. x 30′	17.00	2.00	1905	25	3.75	13.25
1 Pole	Wood.	7 in. x 45′	13.60	1.00	1905	25	3.15	10.45
Equipment as above			30.81	4.43	....	35	9.23	21.58
Labor on Equipment			15.00	.....	....	35	5.25	9.75
			$178.41	$13.43	....	...	$ 45.38	$133.03

OVERHEAD SPECIAL WORK.

Layout No. *45.

Elston Ave. at North Ave.

	Material	Cost New	Scrap Value
6	Pole bands (solid 2-bolt)	$ 1.50	
7	Brooklyns (medium, malleable iron)	4.20	.....
6	Wood strains, 9½ in. x 1¼ in	.90	
5	Globe strains, 2½ in	1.25	
7	Insulated eye bolts	1.12	.....
7	Straight line hangers	2.80	
1	Double curve hanger	.45	
1	Feeder hanger, W. R. 94907	.35	$ 0.05
9	Ears, 12 in. clinch	2.25	.90
1	Solid feed hanger Ear	.45	.15
1	Splicing ear, 15 in.	.50	.25
1	Splicing sleeve, 10 in.	.40	.06
2	Section insulators (Philadelphia type)	9.00	1.20
4	Adjustable crossovers	18.00	3.00
243	Ft. 5/16 in. stranded wire	1.94	.....
		$45.11	
	Incidentals and waste at 5%	2.26	.....
		$47.37	$ 5.61

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
6 Poles	Iron	5-6-7-30′	$181.02	$15.00	1894	37½	$ 62.26	$118.76
7 Poles	Wood.	7 in.-50′	119.00	7.00	1905	25	28.00	91.00
1 Pole	Wood.	7 in.-30′	8.50	1.00	1905	25	1.88	6.62
Equipment as above			47.37	5.61	....	35	14.62	32.75
Labor on Equipment			22.50			35	7.88	14.62
			$378.39	$28.61	....	...	$114.64	$263.75

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. 46.

Elston Ave. at Clybourn Place.

	Material	Cost New	Scrap Value
11	Pole bands (solid 2-bolt)	$ 2.75	.....
7	Brooklyns (medium, malleable iron)	4.20	.....
12	Wood strains, 9½ in. x 1¼ in.	1.80	.....
5	Globe strains, 2½ in.	1.25	.....
7	Insulated eye bolts	1.12	.....
1	Porcelain knob	.15	.....
2	Messenger clamps	.20	.....
9	Hangers, straight line	3.60	.....
5	Hangers, double curve	2.25	.....
5	Hangers, single curve	2.00	.....
7	Ears, 15 in. clinch	1.75	$ 0.70
11	Ears, 12 in. clinch	2.75	1.10
2	Trolley frogs	6.80	1.20
1	Solid Crossover	3.40	.50
1	Section insulator, W. E. 100166	4.50	.60
130	Ft. ½ in. stranded wire	2.15	.....
190	Ft. 5/16 in. stranded wire	1.52	.....
377	Ft. ¼ in. stranded wire	2.45	.....
		$44.64	.....
	Incidentals and waste at 5%	2.23	.....
		$46.87	$ 4.10

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
7 Poles	Iron	5–6–7–30′	$211.19	$17.50	1905	10	$ 19.37	$191.82
3 Poles	Wood.	7 in.–50′	51.00	3.00	1905	25	12.00	39.00
2 Poles	Wood.	7 in.–30′	17.00	2.00	1905	25	3.75	13.25
Equipment as above			46.87	4.10	....	35	14.97	31.90
Labor on Equipment			35.00	.....	....	35	12.25	22.75
			$361.06	$26.60	.....	.	$ 62.34	$298.72

OVERHEAD SPECIAL WORK.

Layout No. 47.

Elston Ave. at Canal Place.

	Material	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$ 0.25	
1	Brooklyn (medium, malleable iron)	.60	
3	Wood strains, $9\frac{1}{2}$ in. x $1\frac{1}{4}$ in	.45	
4	Double curve hangers	1.80	
2	Single curve hangers	.80	
6	Ears, 12 in. clinch	1.50	$ 0.20
70	Ft. $\frac{1}{4}$ in. stranded wire	.46	
		$ 5.86	
	Incidentals and waste at 5%	.29	
		$ 6.15	$ 0.20

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	5-6-7-30′	$ 30.17	$ 2.50	1905	10	$ 2.77	$ 27.40
Equipment as above			6.15	.20	....	35	2.08	4.07
Labor on Equipment			15.00			35	5.25	9.75
			$ 51.32	$ 2.70	....	...	$ 10.10	$ 41.22

OVERHEAD SPECIAL WORK.

Layout No. *48.

Elston Ave. at Fullerton Ave.

	Material	Cost New	Scrap Value
6	Pole bands (solid 2-bolt)	$ 1.50	.....
3	Insulated eye bolts	.48	.....
1	Steel eye bolt, $\frac{1}{2}$ in. x 12 in	.05	.....
8	Brooklyns (medium, malleable iron)	4.80	.....
9	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.35	.....
10	Straight line hangers	4.00	.....
9	Ears, 12 in. clinch	2.25	$ .90
1	Ear, 15 in. clinch	.25	.10
2	Splicing Ears, 15 in	1.00	.50
2	Section insulators (Philadelphia type)	9.00	1.20
4	Insulated Crossings	34.40	5.00
362	Ft. 5 16 in. stranded wire	2.90	.....
		$61.98	.....
	Incidentals and waste at 5 %	3.10	.....
		$65.08	$ 7.70

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	4–5–6–35′	$ 23.87	$ 2.30	1894	$37\frac{1}{2}$	$ 8.09	$ 15.78
3 Poles	Iron	4–5–6–28′	62.49	5.55	1894	$53\frac{1}{3}$	30.37	32.12
2 Poles	Wood.	8 in.–40′	23.00	2.00	1905	25	5.25	17.75
1 Pole	Wood.	7 in.–45′	13.60	1.00	1905	25	3.15	10.45
2 Poles	Wood.	7 in.–30′	17.00	2.00	1905	25	3.75	13.25
Equipment as above			65.08	7.70	....	35	20.08	45.00
Labor on Equipment			20.00	.....	...	35	7.00	13.00
			$225.04	$20.55	...	...	$ 77.69	$147.35

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. 49.

Elston Ave. and C. & N. W. Ry. Spur Switch.

	Material	Cost New	Scrap Value
3	Insulated eye bolts	$ 0.48	
4	Steel eye bolts, $\frac{1}{2}$ in. x 12 in	.20	
2	Brooklyns (medium, malleable iron)	1.20	
1	Globe strain, $2\frac{1}{2}$ in	.25	
18	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	2.70	
8	Straight line hangers	3.20	
11	Single curve hangers	4.40	
1	Double curve hangers	.45	
16	Ears, 12 in. clinch	4.00	$ 1.60
2	Ears, 12 in. feed tap	.60	.20
2	Solid feed hanger ears	.90	.30
3	Splicing ears, 15 in.	1.50	.75
3	Single brackets (Form 2)	8.25	
34	Ft. 4/0 W. P. wire	4.01	2.48
222	Ft. 5/16 in. stranded wire	1.78	
305	Ft. $\frac{1}{4}$ in. stranded wire	1.98	
		$35.90	
	Incidentals and waste at 5%	1.80	
		$37.70	$ 5.33

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Wood.	8 in.–30′	$ 30.45	$ 3.00	1894	80	$ 21.96	$ 8.49
3 Poles	Wood.	8 in.–35′	34.50	3.00	1894	80	25.20	9.30
7 Poles	Wood.	6 in.–40′	72.31	7.00	1894	80	52.25	20.06
Equipment as above			37.70	5.33	....	35	11.33	26.37
Labor on Equipment			30.00			35	10.50	19.50
			$204.96	$18.33			$121.24	$ 83.72

OVERHEAD SPECIAL WORK.

Layout No. 50.

Elston Ave. at Western Ave.

	Material	Cost New	Scrap Value
6	Pole bands (solid 2-bolt)	$ 1.50	.....
13	Eye bolts ½ in. x 12 in	.65	.....
6	Wood strains, 1¼ in. x 9½ in	.90	.....
6	Brooklyns (medium malleable iron)	3.60	.....
3	Globe strains, 2½ in	.75	.....
4	Insulated crossings (Philadelphia)	34.40	$ 5.00
8	Straight line hangers	3.20	.....
4	Solid feeder ears	1.40	.20
6	Ears, 12 in. clinch	1.50	.60
2	Splicing ears, 15 in	1.00	.50
37	Ft. 5/16 in. stranded iron wire	1.90	.....
80	Ft. 4/0 W. P. wire	9.44	5.84
		$60.24	.....
	Incidentals and waste at 5 %	3.01	.....
		$63.25	$12.14

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	6–7–8–35′	$ 76.34	$ 7.20	1894	37½	$ 25.93	$ 50.41
5 Poles	Iron	5–6–7–30′	150.85	12.50	1894	37½	51.88	98.97
3 Poles	Wood.	7 in.–30′	25.50	3.00	1905	25	5.63	19.87
2 Poles	Wood.	7 in.–50′	34.00	2.00	1905	25	8.00	26.00
1 Pole	Wood.	8 in.–35′	11.50	1.00	1905	25	2.63	8.87
1 Pole	Wood.	8 in.–40′	11.50	1.00	1905	25	2.63	8.87
Equipment as above			63.25	12.14	....	35	17.89	45.36
Labor on Equipment			22.50	.....	....	35	7.88	14.62
			$395.44	$38.84	....	...	$122.47	$272.97

OVERHEAD SPECIAL WORK.

Layout No. 51.

Elston Ave. at California Ave. and Belmont Ave.

	Material	Cost New	Scrap Value
10	Pole Bands (Solid 2-Bolt)	$ 2.50	$
8	Insulated Eye Bolts	1.28	
2	Steel Eye Bolts, 5/8 in. x 18 in.	.10	
16	Brooklyns, (Medium, Malleable Iron)	9.60	
26	Wood Strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	3.90	
6	Globe Strains, $2\frac{1}{2}$ in.	1.50	
1	Terminal Insulator (Swivel)	.45	
17	Straight Line Hangers	6.80	
2	Double Curve Hangers	.90	
4	Single Curve Hangers	1.60	
2	Feeder Hangers, W. E. 94907	.70	.10
18	Ears, 12 in. Clinch	4.50	1.80
8	Splicing Ears, 15 in	4.00	2.00
3	Splicing Sleeves	1.20	.18
5	Section Insulators (Philadelphia Type)	22.50	3.00
4	Solid Crossovers	13.60	2.00
4	Adjustable Crossovers	18.00	3.00
2	Insulated Crossings (Philadelphia Type)	17.20	2.50
4	Trolley Frogs	13.60	2.40
1130	Ft. 5/16 in. Stranded Wire	9.04	
28	Ft 4/0 W. P. Wire	3.30	2.04
		$136.27	
	Incidentals and waste at 5%	6.81	
		$143.08	$19.02

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	6-7-8-9-45′	$ 50.92	$ 5.35	1905	10	$ 4.56	$ 46.36
1 Pole	Iron	5-6-7-33′	31.73	2.75	1905	10	2.90	28.83
6 Poles	Iron	5-6-7-30′	181.02	15.00	1905	10	16.60	164.42
2 Poles	Wood.	7 in.-50′	34.00	2.00	1894	80	25.60	8.40
3 Poles	Wood.	7 in.-45′	40.80	3.00	1894	80	30.24	10.56
1 Pole	Wood.	6 in.-30′	5.90	1.00	1894	80	3.92	1.98
5 Poles	Wood.	8 in.-45′	68.00	5.00	1894	80	50.40	17.60
1 Pole	Wood.	8 in.-40′	11.50	1.00	1894	80	8.40	3.10
1 Pole	Wood.	8 in.-35′	11.50	1.00	1894	80	8.40	3.10
Equipment as above			143.08	19.02		35	43.42	99.66
Labor on Equipment			50.00			35	17.50	32.50
			$628.45	$55.12			$211.94	$416.51

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. 52.

Elston Ave. Car House at Addison St.

	Material	Cost New	Scrap Value
4	Pole Bands (Solid 2-Bolt)	$ 1.00	$.....
8	Insulated Eye Bolts	1.28	.....
62	Steel Eye Bolts, $\frac{1}{2}$ in. x 12 in.	3.10	.....
67	Brooklyns (Medium, Malleable Iron)	40.20	.....
35	Wood Strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	5.25	.....
13	Globe Strains, $2\frac{1}{2}$ in.	3.25	.....
169	Straight Line Hangers	67.60	.....
5	Single Curve Hangers	2.00	.....
2	Double Curve Hangers	.90	.....
9	Feeder Hangers	3.15	.45
1	Barn hanger	.40	.....
112	Ears, 12 in. clinch	28.00	11.20
2	Solid feed hanger ears	.90	.30
42	Splicing ears, 15 in.	21.00	10.50
47	Screw clamp ears, 4 in.	9.40	.....
3	Splicing sleeves, 10 in.	1.20	.18
2	Adjustable Crossovers	9.00	1 50
14	Solid crossovers	47.60	7.00
6	Trolley frogs	20.40	3.60
98	Ft. 4 /0 W. P. wire	11.56	7.15
90	Ft. 2 /0 W. P. wire	6.93	4.05
2070	Ft. 5 /16 in. stranded wire	16.56	.....
533	Ft. $\frac{1}{4}$ in. stranded wire	3.46	.....
180	Ft. No. 8 solid iron wire	.32	.....
		$304.46	.....
	Incidentals and waste at 5%	15.22	.....
		$319.68	$45.93

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Iron..	6-7-8-30′	$103.26	$ 9 30	1894	$37\frac{1}{2}$	$ 35.24	$ 68.02
1 Pole	Iron..	4-5-6-28′	25.45	1.85	1894	$37\frac{1}{2}$	8.83	16.60
1 Pole	Wood.	7 in.-50′	17.00	1.00	1908	10	1.60	15.40
6 Poles	Wood.	7 in.-45′	81.60	6.00	1908	10	7.56	74.04
Equipment as above			319.68	45.93	....	35	95.81	223.87
Labor on Equipment			225.00	.....	....	35	78.75	146.25
			$771.99	$64.08	....	..	$227.81	$544.18

OVERHEAD SPECIAL WORK.

Layout No. 53.

Elston Ave. at North 40th Ave.

	Material	Cost New	Scrap Value
10	Insulated eye bolts	$ 1.60	$
2	Brooklyns (medium, malleable iron)	1.20	
10	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.50	
3	Globe strains, $2\frac{1}{2}$ in	.75	
11	Straight line hangers, W. E. type A	4.40	
6	Single curve hangers	2.40	.....
13	Ears, 12 in. clinch	3.25	1.30
2	Ears, 15 in clinch	.50	.20
5	Splicing ears, 15 in	2.50	1.25
1	Trolley frog	3.40	.60
1	W. I. ring, $\frac{3}{4}$ in. x 4 in	.05	.....
243	Ft. 5/16 in. stranded wire	1.94	.....
300	Ft. $\frac{1}{4}$ in. stranded wire	1.95	.....
		$25.44	
	Incidentals and waste at 5%	1.27	
		$26.71	$3.35

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	6–7–8–35′	$ 38.17	$ 3.60	1894	37½	$ 13.04	$ 25.13
3 Poles	Wood.	7 in.–50′	51.00	3.00	1905	25	12.00	39.00
2 Poles	Wood.	7 in.–40′	23.00	2.00	1905	25	5.25	17.75
1 Pole	Wood.	6 in.–40′	10.33	1.00	1905	25	2.33	8.00
4 Poles	Wood.	7 in.–30′	34.00	4.00	1905	25	7.50	26.50
Equipment as above			26.71	3.35		35	8.18	18.53
Labor on Equipment			30.00			35	10.50	19.50
			$213.21	$16.95			$ 58.80	$154.41

OVERHEAD SPECIAL WORK.

Layout No. *54.

Clybourn Place at Clybourn Avenue.

	Material	Cost New	Scrap Value
11	Pole bands (solid 2-bolt)	$ 2.75	$ ....
11	Brooklyns (medium, malleable iron)	6.60	.....
15	Wood strains, 1¼ in. x 9½ in	2.25	.....
4	Straight line hangers	1.60	.....
4	Single curve hangers	1.60	.....
2	Double curve hangers	.90	.....
1	Feeder hanger, W. E. 94907	.35	.05
9	Ears, 12 in. clinch	2.25	.54
3	Ears, solid feed hanger	1.35	.45
2	Ears, 15 in. splicing	.90	.34
1	Adjustable crossover	3.40	.75
1	Iron ring, ½ in. x 4 in	.05	.....
1	Trolley frog	3.40	60
243	Ft. 5/16 in. stranded iron wire	1.94	.....
211	Ft. ¼ in. stranded iron wire	1.37	.....
2	Lightning arresters (Garton)	12.00	.....
1	Section switch, 400 ampere, S. P. S. T.	7.00	.....
72	Ft. 4/0 W. P. wire	8.50	5.26
		$58.21	.....
	Incidentals and waste at 5%	2.91	.....
		$61.12	$7.09

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	6-7-8-30′	$ 29.80	$ 3.10	1895	35	$ 9.35	$ 20.45
6 Poles	Iron	5-6-7-30′	153.30	15.00	1895	35	48.40	104.90
Equipment as above			61.12	7.99	....	40	21.25	39.87
Labor on Equipment			17.50	.....	....	40	7.00	10.50
			$261.72	$26.09	....	...	$ 86.00	$175.72

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. *55.

Crosby St. at Division St.

	Material	Cost New	Scrap Value
11	Pole bands (solid 2-bolt)	$ 2.75	$ ..
11	Brooklyns (medium, malleable iron)	6.60	..
19	Wood strains, 9½ in. x 1¼ in	2.85	....
5	Hangers, straight line	2.00	....
4	Hangers, single curve	1.60	....
4	Hangers, double curve	1.80	....
2	Hangers, feeder	.70	.10
14	Ears, 12. in. clinch	3.50	.84
2	Ears, splicing	.90	.34
500	Ft. 5 /16 in. stranded iron wire	4.00	....
50	Ft. 4 /0 W. P. wire	5.90	3.65
1	Section insulator (Philadelphia Type)	8.60	1.25
1	Trolley frog	3.40	.60
1	Solid crossover	3.40	.50
		$48.00	....
	Incidentals and waste at 5%	2.40	....
		$50.40	$7.28

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
1 Pole	Iron..	6–7–8–30′	$ 29.80	$ 3.10	1895	35	$ 9.35	$ 20.45
5 Poles	Iron..	5–6–7–30′	127.75	12.50	1895	35	40.34	87.41
Equipment as above			50.40	7.28	....	50	21.56	28.84
Labor on Equipment			25.00	....	....	50	12.50	12.50
			$232.95	$22.88	....	...	$ 83.75	$149.20

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. 56.

Crosby St. at Elm St.

	Material	Cost New	Scrap Value
15	Pole bands (solid 2-bolt)	$ 3.75	$....
17	Brooklyns (medium, malleable iron)	10.20	.....
28	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	4.20	.....
9	Hangers, straight line	3.60	.....
3	Hangers, single curve	1.20	.....
3	Hangers, double curve	1.35	.....
13	Ears, 12 in. clinch	3.25	.78
2	Ears, anchor clamp	.90	.20
2	Trolley frogs	6.80	1.20
1	Solid crossover	3.40	.50
1	Iron ring, 3 in. x $\frac{1}{2}$ in	.05	.....
1385	Ft. span wire, 5/16 in. strand	11.08	.....
33	Ft. W. P. wire, 4/0	3.89	2.41
		$53.67	.....
	Incidentals and waste at 5%	2.68	.....
		$56.35	$5.09

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
1 Pole	Iron	6–7–8–30′	$ 29.80	$ 3.10	1895	35	$ 9.35	$ 20.45
9 Poles	Iron	5–6–7–30′	229.95	22.50	1895	35	72.61	157.34
Equipment as above			56.35	5.09	....	50	25.63	30.72
Labor on Equipment			25.00	.....	....	50	12.50	12.50
			$341.10	$30.69	.....	...	$120.09	$221.01

OVERHEAD SPECIAL WORK.

Layout No. *57.

Crosby St. at Larrabee St.

	Material	Cost New	Scrap Value
14	Pole bands (solid 2-bolt)	$ 3.50	$
14	Brooklyns, (medium, malleable iron)	8.40	
18	Wood strains, 9½ in. x 1¼ in	2.70	
7	Hangers, straight line, Type A. W. E.	2.80	
2	Hangers, single curve	.80	
2	Hangers, double curve	.90	
10	Ears, 12 in. clinch	2.50	.60
3	Ears, solid feed (hanger)	1.35	.45
2	Ears, 15 in. splicing	.90	.34
1	Hanger, feeder	.35	.05
2	Trolley frogs	6.80	1.20
1	Iron ring, 4 in. x ½ in	.05	.....
820	Ft. guy wire, 5/16 in. strand	6.55	.....
35	Ft. W. P. wire, 4/0	4.13	2.56
		$41.74	
	Incidentals and waste at 5%	2.09	
		$43.83	$5.20

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
1 Pole	Iron	6-7-8-30′	$ 29.80	$ 3.10	1895	35	$ 9.35	$ 20.45
6 Poles	Iron	5-6-7-30′	153.30	15.00	1895	35	48.40	104.90
Equipment as above			43.83	5.20	....	50	19.32	24.51
Labor on Equipment			25.00	.....	....	50	12.50	12.50
			$251.93	$23.30			$ 89.57	$162.36

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. *58.

Kingsbury St. at Chicago Ave.

	Material	Cost New	Scrap Value
9	Pole bands (solid 2-bolt)	$ 2.25	$....
9	Brooklyns (medium, malleable iron)	5.40	.....
20	Wood strains, 9½ in. x 1¼ in	3.00	.....
8	Straight line hangers	3.20	.....
5	Single curve hangers	2.00	.....
18	Ears, 12 in. clinch	4.50	1.08
2	Ears, solid feed hanger	.90	.30
1	Ear, 15 in. splicing	.45	.17
1	Solid crossover	3.40	.50
2	Right hand frogs	6.80	1.20
270	Ft. wire, 5 /16 in. stranded	2.16	.....
315	Ft. wire, ¼ in. stranded	2.05	.....
32	Ft. wire, 2 /0 W. P.	2.46	1.44
		$38.57	.....
	Incidentals and waste at 5%	1.93	.....
		$40.50	$4.69

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
4 Poles	Iron	5–6–7–30′	$120.68	$10.00	1895	35	$ 38.74	$ 81.94
Equipment as above			40.50	4.69	....	50	17.91	22.59
Labor on Equipment			25.00	.....	....	50	12.50	12.50
			$186.18	$14.69	....	...	$ 69.15	$117.03

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. 59.

Kingsbury Street and Erie Street.

	Material	Cost New	Scrap Value
5	Pole bands (solid 2-bolt)	$ 1.25	$....
5	Brooklyns (medium, malleable iron)	3.00	.....
12	Wood strains, 9½ in. x 1¼ in	1.80	.....
4	Straight line hangers	1.60	.....
7	Single curve hangers	2.80	.....
7	Double curve hangers	3.15	.....
18	Ears, 12 in. clinch	4.50	1.08
340	Ft. wire, ¼ in. stranded	2.21	.....
100	Ft. wire 5/16 in. stranded	.80	.....
		$21.11	.....
	Incidentals and waste at 5%	1.06	.....
		$22.17	$1.08

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
4 Poles	Iron	5–6–7–30′	$120.68	$10.00	1895	35	$ 38.74	$ 81.94
Equipment as above			22.17	1.08		50	10.55	11.62
Labor on Equipment			25.00	.....	....	50	12.50	12.50
			$167.85	$11.08			$ 61.79	$106.06

OVERHEAD SPECIAL WORK.

Layout No. *60.

Erie Street at Orleans Street.

	Material	Cost New	Scrap Value
8	Pole bands (solid 2-bolt)	$ 2.00	$....
8	Brooklyns (medium, malleable iron)	4.80	.....
8	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	1.20	.....
8	Straight line hangers, W. E. type A or equal	3.20	.....
7	Ears, 12 in. clinch	1.75	.42
1	Splicing ear, 15 in.	.45	.17
217	Ft. 5/16 in. stranded wire	1.74	.....
		$15.14	.....
	Incidentals and waste at 5%	.76	.....
		$15.90	$ .59

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
4 Poles	Iron	5-6-7-30′	$120.68	$10.00	1895	35	$ 38.74	$ 81.94
Equipment as above			15.90	.59	....	50	7.66	8.24
Labor on Equipment			5.00	.....	....	50	2.50	2.50
			$141.58	$10.59	....	...	$ 48.90	$ 92.68

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. *61.

Elm Street at Larrabee Street.

	Material	Cost New	Scrap Value
8	Pole bands (solid 2-bolt)	$ 2.00	$
8	Brooklyns (medium, malleable iron)	4.80	
8	Wood strains, 1¼ in. x 9½ in.	1.20	
8	Straight line hangers, W. E. type A	3.20	
7	Ears, 12 in. clinch	1.75	.42
1	Splicing ear, 15 in.	.45	.17
4	Insulated crossings (Philadelphia type)	34.40	5.00
160	Ft. 5/16 in. stranded wire	1.28	
		$49.08	
	Incidentals and waste at 5%	2.45	
		$51.53	$5.59

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
6 Poles	Iron	5 6 7-30′	$153.30	$15.00	1895	35	$ 48.40	$104.90
Equipment as above			51.53	5.59		50	22.97	28.56
Labor on Equipment			12.50			50	6.25	6.25
			$217.33	$20.59			$ 77.62	$139.71

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. 62.

Elm Street at Orleans Street.

	Material	Cost New	Scrap Value
2	Insulated crossings (Philadelphia type)	$17.20	$2.50
	Incidentals and waste at 5%	8.60	.....
		$25.80	$2.50

	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above	$25.80	$2.50	50	$11.65	$14.15
Labor on equipment	2.50	.....	50	1.25	1.25
	$28.30	$2.50	..	$12.90	$15.40

OVERHEAD SPECIAL WORK.

Layout No. *63.

Elm Street at Sedgwick Street.

	Material	Cost New	Scrap Value
17	Pole bands (solid 2-bolt)	$ 4.25	$....
17	Brooklyns (medium, malleable iron)	10.20	....
21	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	3.15	....
9	Straight line hangers, W. E. type A	3.60	....
9	Single curve hangers	3.60	....
9	Double curve hangers	4.05	....
1	Feeder hanger	.35	.05
2	Insulated crossings, (Philadelphia type)	16.80	2.50
950	Ft. 5/16 in. stranded wire	7.60	....
		$53.60	....
	Incidentals and waste at 5%	2.68	....
		$56.28	$2.55

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
10 Poles	Iron	5 6-7 30'	$255.50	$25.00	1895	35	$ 80.68	$174.82
Equipment as above			56.28	2.55	....	50	26.87	29.41
Labor on Equipment			50.00	....	....	50	25.00	25.00
			$361.78	$27.55	....	....	$132.55	$229.23

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. 64.

Elm St. at Franklin St.

	Material	Cost New	Scrap Value
6	Pole Bands (solid 2-bolt)	$ 1.50	.....
6	Brooklyns (medium, malleable iron)	3.60	.....
13	Wood strains, 1¼ in. x 9½ in	1.95	.....
4	Straight line hangers, W. E. type A	1.60	.....
8	Single curve hangers	3.20	.....
8	Double curve hangers	3.60	.....
20	Ears, 12 in. clinch	5.00	$1.20
1	1¼ in. x 40 ft. guy rod and anchor	15.00	2.00
495	Ft. 5/16 in. stranded wire	3.96	.....
		$39.41	.....
	Incidentals and waste at 5%	1.97	.....
		$41.38	$3.20

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
4 Poles	Iron	5-6-7-30′	$102.20	$10.00	1895	35	$ 32.27	$ 69.93
Equipment as above			41.38	3.20	....	50	19.09	22.29
Labor on Equipment			25.00	.....	....	50	12.50	12.50
			$168.58	$13.20	....	...	$ 63.86	$104.72

OVERHEAD SPECIAL WORK.

Layout No. 65.

Franklin St. and Erie St.

	Material	Cost New	Scrap Value
2	Brooklyns (medium, malleable iron)	$ 1.20	
4	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.60	
2	Straight line hangers	.80	
4	Single curve hangers	1.60	
4	Double curve hangers	1.80	
31	Barn hangers	12.40	
41	Ears, 12 in. clinch	10.25	$2.46
8	Porcelain knobs	1.20	
1	Solid crossover	3.40	.50
2	Trolley frogs	6.80	1.20
250	Ft. trolley trough	100.00	
12	Hangers for trough	12.00	
72	Ft. B. M. 3 in. x 6 in. lumber	2.88	
12	Ft. B. M. 3 in. x 3 in. lumber	.48	
30	Ft. B. M. 1 in. x 12 in. lumber	1.20	
		$156.61	
	Incidentals and waste at 5%	7.83	
		$164.44	$4.16

	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above	$164.44	$4.16	50	$80.14	$84.30
Labor on equipment	25.00		50	12.50	12.50
	$189.44	$4.16		$92.64	$96.80

OVERHEAD SPECIAL WORK.

Layout No. *66.

Franklin St. at Kinzie St.

	Material	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$ 0.50	.....
5	Brooklyns (medium, malleable iron)	3.00	.....
11	Wood strains, 1¼ in. x 9½ in	1.65	.....
5	Straight line hangers	2.00	.....
4	Single curve hangers	1.60	.....
6	Double curve hangers	2.70	.....
15	Ears, 12 in. clinch	3.75	$0.90
2	Trolley frogs, 4 pull-off	6.80	1.20
2	Iron rings, ½ in. x 3 in	.10	.....
1	Solid crossover	3.40	.50
2	Steel eye bolts	.10	.....
450	Ft. 5/16 in. span wire	3.60	.....
2	C. I. wall anchors, 5 lb	.40	.....
		$29.60	.....
	Incidentals and waste at 5%	1.48	.....
		$31.08	$2.60

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Iron	5 6 7 30′	$ 90.51	$ 7.50	1898	27½	$ 22.83	$ 67.68
Equipment as above			31.08	2.60	....	50	14.24	16.84
Labor on Equipment			25.00	.....	....	50	12.50	12.50
			$146.59	$10.10	....	...	$ 49.57	$ 97.02

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. *67.

Franklin St. at Chicago Ave.

	Material	Cost New	Scrap Value
3	Pole bands (solid 2-bolt)	$ 0.75	
4	Brooklyns (medium, malleable iron)	2.40	
4	Wood strains, 1¼ in. x 9½ in	.60	
2	Straight line hangers	.80	
1	Single curve hanger	.40	
21	Barn hangers	8.40	.....
22	Ears, 12 in. clinch	5.50	$1.32
2	Splicing ears, 15 in	.90	.34
2	Trolley frogs	6.80	1.20
1	Iron clamp hook, 4 lbs	.12	.....
3	Trolley guide troughs	4.50	
12	Hangers for trolley trough	12.00	.....
140	Ft. wood trough	56.00	.....
200	Ft. 5/16 in. stranded wire	1.60	.....
4	Solid crossings	13.60	2.00
50	Ft. B. M. 3 in. x 6 in. lumber	2.00	.....
60	Ft. B. M. 2 in. x 10 in. lumber	2.40	.....
24	Ft. B. M. 2 in. x 12 in. lumber	.96	.....
		$119.73	
	Incidentals and waste at 5%	5.99	
		$125.72	$4.86

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	5 6 7 30′	$ 60 34	$ 5 00	1895	35	$ 19 37	$ 40 97
Equipment as above			125.72	4.86	....	50	60.43	65.29
Labor on Equipment			25.00	.....	....	50	12.50	12.50
			$211.06	$ 9.86	....	...	$ 92.30	$118.76

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. *68.

Franklin St. at Michigan Street.

	Material	Cost New	Scrap Value
4	Pole bands (solid 2-bolt)	$ 1.00	.....
6	Brooklyns (medium, malleable iron)	3.60	.....
16	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	2.40	.....
2	Straight line hangers	.80	.....
4	Single curve hangers	1.60	.....
6	Barn hangers	2.40	.....
13	Ears, 12-inch clinch	3.25	$0.78
2	Splicing ears, 15 in	.90	.34
4	Trolley frogs	13.60	2.40
3	Solid crossovers	10.20	1.50
2	Section insulators (Philadelphia type)	17.20	2.50
3	Trolley guard troughs	4.50	.....
2	Clamp hooks, 4-lb	.24	.....
270	Ft. 5/16 in. stranded wire	2.16	.....
		$63.85	
	Incidentals and waste, at 5%	3.19	
		$67.04	$7.32

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
4 Poles	Iron	5–6–7–30′	$120.68	$10.00	1895	35	$ 38.74	$ 81.94
Equipment as above			67.04	7.52	....	50	29.76	37.28
Labor on Equipment			20.00	.....	....	50	10.00	10.00
			$207.72	$17.52	....	...	$ 78.50	$129.22

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. *69.

Franklin St. at Illinois St.

	Material	Cost New	Scrap Value
2	Insulated crossings (Philadelphia Type)	$17.20	$2.50
	Incidentals and waste at 5%	.86	...
		$18.06	$2.50

	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above	$18.06	$2.50	50	$7.78	$10.28
Labor on equipment	5.00	.....	50	2.50	2.50
	$23.06	$2.50		$10.28	$12.78

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. *70.

Franklin St. at Indiana St.

	Material	Cost New	Scrap Value
5	Barn hangers	$ 2.00	$....
3	Ears, 12 in. clinch	.75	.18
3	Splicing ears, 15 in	1.35	.51
4	Solid crossovers	13.60	2.00
36	Ft. trolley trough	14.40	.....
4	Hangers for trough	4.00	.....
		$36.10	.....
	Incidentals and waste at 5%	1.81	.....
		$37.91	$2.69

	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above	$37.91	$2.69	50	$17.61	$20.30
Labor on equipment	5.00	.....	50	2.50	2.50
	$42.91	$2.69		$20.11	$22.80

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. 71.

California Ave. Power House.

	Material	Cost New	Scrap Value
2	Pole bands (solid 2-bolt)	$ .50	$
6	Brooklyns (medium, malleable iron)	3.60	
44	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	6.60	
2	Terminal insulators (swivel)	.90	
15	Insulated eye bolts	2.40	
1	Porcelain break strain	.15	
13	Straight line hangers	5.20	
26	Single curve hangers	10.40	
4	Double curve hangers	1.80	
5	Barn hangers	2.00	
47	Ears, 12 in. clinch	11.75	2.82
1	Splicing ear, 15 in.	.45	.17
7	Single brackets, W. E. Form 2	19.25	
3	W. I. rings, 5/8 in. x 4 in	.15	
32	Ft. trolley trough	12.80	
1	Glass insulator, T. G	.08	
1841	Ft. 5/16 in. stranded wire	14.73	
2	$1\frac{1}{4}$ in. guy rod and anchor	30.00	4.00
		$122.76	
	Incidentals and waste at 5%	6.14	
		$128.90	$6.99

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
1 Pole	Iron	5-6-7-8 40′	$ 40.57	$ 3.95	1895	35	$ 12.82	$ 27.75
1 Pole	Iron	6 7-8 35′	38.17	3.60	1895	35	12.10	26.07
6 Poles	Wood	8 in. 35′	69.00	6.00	1895	75	47.25	21.75
2 Poles	Wood	8 in. 25′	11.00	2.00	1895	75	6.75	4.25
8 Poles	Wood	7 in.-30′	68.00	8.00	1895	75	45.00	23.00
Equipment as above			128.90	6.99		25	30.48	98.42
Labor on Equipment			75.00			25	18.75	56.25
			$430.64	$30.54			$173.15	$257.49

OVERHEAD SPECIAL WORK.

Layout No. 72.

Monroe St. at Canal St.

	Material	Cost New	Scrap Value
4	Pole bands (solid 2-bolt)	$ 1.00	$....
6	Brooklyns (medium, malleable iron)	3.60	.....
57	Ft. 5/16 in stranded wire	.46	.....
		$ 5.06	.....
	Incidentals and waste at 5%	.25	.....
		$ 5.31	.....

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	6-7 8-30′	$ 68.84	$ 6.20	1895	35	$ 21.92	$ 46.92
Equipment as above			5.31	.....	....	40	2.12	3.19
Labor on Equipment			2.50	.....	....	40	1.00	1.50
			$ 76.65	$ 6.20	....	...	$ 25.04	$ 51.61

OVERHEAD SPECIAL WORK.

Layout No. 73.

Monroe St. at Clinton St.

	Material	Cost New	Scrap Value
10	Pole bands (solid 2-bolt)	$ 2.50	
8	Brooklyns (medium, malleable iron)	4.80	
8	Wood strains $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	1.20	
1	Globe strain $2\frac{1}{2}$ in	.25	
8	Straight Line hangers	3.20	
8	Ears, 12 in. Clinch	2.00	$ .48
2	Ears, 15 in. splicing	.90	.34
4	Solid crossovers	13.60	2.00
215	Ft. 5 /16 in. stranded wire	1.72	
		$30.17	
	Incidentals and waste at 5%	1.51	
		$31.68	$2.82

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
4 Poles	Iron	5–6–7–30′	$120.68	$10.00	1895	35	$ 38.74	$ 81.94
Equipment as above			30.17	2.82	....	40	10.94	19.23
Labor on Equipment			10.00	...		40	4.00	6.00
			$160.85	$12.82			$ 53.68	$107.17

OVERHEAD SPECIAL WORK.

Layout No. 74.

Monroe Street at Desplaines Street.

	Material	Cost New	Scrap Value
12	Pole bands (solid 2-bolt)	$ 3.00	$.....
16	Brooklyns (medium, malleable iron)	9.60	.....
25	Wood strains 9½ in. x 1¼ in	3.75	.....
3	Globe strains, 2½ in	.75	.....
11	Straight line hangers	4.40	.....
4	Single curve hangers	1.60	.....
4	Double curve hangers	1.80	.....
1	Feeder hanger	.35	.05
19	Ears, 12 in. clinch	4.75	1.14
5	Ears (solid feeder hanger)	2.25	.75
9	Ears, 15 in. Splicing	4.05	1.53
2	Solid cross overs	6.80	1.00
4	Trolley frogs	13.60	2.40
557	Ft. Wire, stranded ¼ in	3.62	.....
228	Ft. Wire, stranded 5/16 in	1.82	.....
61	Ft. W. P. 4/0	7.20	4.45
		$69.34	.....
	Incidentals and waste at 5%	3.47	.....
		$72.81	$11.32

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
7 Poles	Iron	5 6 7 30′	$211.19	$17.50	1895	35	$ 67.79	$143.40
Equipment as above			72.81	11.32	....	40	24.60	48.21
Labor on Equipment			35.00	.....	....	40	14.00	21.00
			$319.00	$28.82	....	...	$106.39	$212.61

OVERHEAD SPECIAL WORK.

Layout No. 75.

Monroe Street at Halsted Street.

	Material	Cost New	Scrap Value
10	Pole bands (solid 2-bolt)	$ 2.50	$
10	Brooklyns (medium, malleable iron)	6.00	
8	Wood strains, $9\frac{1}{2}$ in. x $1\frac{1}{4}$ in	1.20	
1	Globe strain, $2\frac{1}{2}$ in	.25	
6	Straight line hangers, W. E. type A	2.40	
6	Ears, 12 in. clinch	1.50	.36
2	Ears (solid feeder hanger)	.90	.30
1	Ears, 15 in. splicing	.45	.17
4	Insulated crossings (Philadelphia type)	34.40	5.00
149	Ft. 5/16 in. stranded wire	1.19	
27	Ft. 4/0 W. P. wire	3.19	1.97
		$53.98	
	Incidentals and waste at 5%	2.70	
		$56.68	$7.80

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
4 Poles	Iron	5–6–7–30′	$120.68	$10.00	1895	35	$ 38.74	$ 81.94
Equipment as above			56.68	7.80	....	40	19.55	37.13
Labor on Equipment			15.00	.....	....	40	6.00	9.00
			$192.36	$17.80			$ 64.29	$128.07

OVERHEAD SPECIAL WORK.

Layout No. 76.

Monroe Street at Sangamon Street.

	Material	Cost New	Scrap Value
4	Insulated crossovers	$34.40	$5.00
	Incidentals and waste at 5%	1.72	.....
		$36.12	$5.00

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
Equipment as above			$36.12	$5.00	.....	40	$12.45	$23.67
Labor on Equipment			5.00	.....	.....	40	2.00	3.00
			$41.12	$5.00	.....	..	$14.45	$26.67

OVERHEAD SPECIAL WORK.

Layout No. 77.

Monroe and Morgan Streets.

	Material	Cost New	Scrap Value
8	Pole bands (solid 2-bolt)	$ 2.00	$
8	Brooklyns (medium, malleable iron)	4.80	.....
14	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	2.10	.....
4	Straight line hangers	1.60	.....
7	Single curve	2.80	
9	Double curve	4.05	.....
15	Ears, 12 in. clinch	3.75	.90
5	Splicing ears	2.25	.85
2	$\frac{1}{2}$ in. x 4 in. iron rings	.10	...
338	Ft. $\frac{1}{4}$ in. stranded wire	2.20	.....
117	Ft. 3/16 in stranded wire	.94	.....
		$26.59	.....
	Incidentals and waste at 5%	1.33	...
		$27.92	$1.75

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	6–7–8–30′	$ 68.84	$ 6.20	1895	35	$ 21.92	$ 46.92
4 Poles	Iron	5–6–7–30′	120.68	10.00	1895	35	38.74	81.94
Equipment as above			27.92	1.75	....	40	10.47	17.45
Labor on Equipment			30.00			40	12.00	18.00
			$247.44	$17.95	....	...	$83.13	$164.31

OVERHEAD SPECIAL WORK.

Layout No. *78.

Morgan Street at Madison Street.

	Material	Cost New	Scrap Value
4	Insulated crossovers	$34.40	$5.00
	Incidentals and waste at 5%	1.72	.....
		$36.12	$5.00

	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above	$36.12	$5.00	40	$12.45	$23.67
Labor on Equipment	5.00	.....	40	2.00	3.00
	$41.12	$5.00	....	$14.45	$26.67

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. *79.

Morgan at Randolph Street.

	Material	Cost New	Scrap Value
2	Splicing ears, 15 in	$0.90	$0.34
4	Splicing sleeves, 10 in	1.60	.24
4	Insulated crossings (Philadelphia type)	34.40	5.00
		$36.90	
	Incidentals and waste at 5%	1.85	
		$38.75	$5.58

	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above.	$38.75	$5.58	40	$13.27	$25.48
Labor on equipment	5.00	.....	40	2.00	3.00
	$43.75	$5.58		$15.27	$28.48

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. *80.

Morgan at Lake Street.

	Material	Cost New	Scrap Value
1	Wood strain, $1\frac{1}{4}$ x $9\frac{1}{2}$ in	$0.15	$.....
12	Barn hangers	4.80	.....
11	Ears, 12 in. clinch	2.75	.66
2	Ears, 15 in. splicing	.90	.34
4	Iron hooks, $\frac{1}{2}$ in. x 2 in. x 10 in.	.20	.....
80	Ft. wood trough	32.00	.....
18	F. B. M. timber, 3 x 3 in.	.72	.....
4	Insulated crossings (Philadelphia type)	34.40	5.00
		$75.92	
	Incidentals and waste at 5%	3.80	
		$79.72	$6.00

	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above	$79.72	$6.00	40	$29.49	$50.23
Labor on equipment	5.00	.....	40	2 00	3.00
	$84.72	$6.00		$31.49	$53.23

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. 81.

Morgan St. and Fulton St.

	Material	Cost New	Scrap Value
6	Pole bands (solid 2-bolt)	$ 1.50	$
6	Brooklyns (medium malleable iron)	3.60	
10	Wood strains, $1\frac{1}{4}$ x $9\frac{1}{2}$-in.	1.50	
11	Double Curve Hangers	4.95	
5	Single curve hangers	2.00	
16	Ears, 12 in. clinch	4.00	.96
2	Rings, iron, $\frac{1}{2}$ in. x 4 in	.10	
401	Ft. 5/16 in. stranded wire	3.21	
		$20.86	
	Incidentals and waste at 5%	1.04	
		$21.90	$ 0.96

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Iron	6-7-8-30′	$103.26	$ 9.30	1895	35	$ 32.89	$ 70.37
2 Poles	Iron	5-6-7-30′	60.34	5.00	1895	35	19.37	40.97
Equipment as above			21.90	.96		40	8.38	13.52
Labor on Equipment			30.00			40	12.00	18.00
			$215.50	$15.26			$ 72.64	$142.86

OVERHEAD SPECIAL WORK.

Layout No. 82.

Fulton St. and Ashland Ave.

	Material	Cost New	Scrap Value
18	Pole bands (solid 2-bolt)	$ 4.50	$.....
18	Brooklyns (medium malleable iron)	10.80	.....
23	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	3.45	.....
1	Globe strain, $2\frac{1}{2}$ in	.25	.....
19	Straight line hangers, W. E. type A	7.60	.....
11	Single curve hangers	4.40	.....
14	Double curve hangers	6.30	.....
38	Ears, 12 in. clinch	9.50	2.28
17	Ears, 15 in. splicing	7.65	2.89
2	Solid Cross-overs	6.80	1.00
2	Four-way frogs	10.00	2.20
4	Iron rings, $\frac{1}{2}$ in. x 4 in	.20	.....
		$71.45	
	Incidentals and waste at 5%	3.57	
		$75.02	$ 8.37

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Iron	6-7-8-30′	$103.26	$ 9.30	1895	35	$ 32.89	$ 70.37
7 Poles	Iron	5-6-7-30′	211.19	17.50	1895	35	67.79	143.40
Equipment as above			75.02	8.37	....	40	26.66	48.36
Labor on Equipment			60.00	.....	....	40	24.00	36.00
			$449.47	$35.17	...	...	$151.34	$298.13

OVERHEAD SPECIAL WORK.

Layout No. 83.

Fulton at Robey St.

	Material	Cost New	Scrap Value
2	Pole Bands (solid 2-bolt)	$ .50	.....
2	Brooklyns (medium, malleable iron)	1.20	.....
2	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	.30	.....
2	Straight line hangers, W. E. Type A	.80	.....
10	Splicing ears, 15 in	4.50	$ 1.70
1	Splicing sleeve, 10 in	.40	.06
4	Insulated crossings (Philadelphia Type)	34.40	5.00
110	Ft. 5 /16 in. stranded wire	.88	.....
		$42.98	.....
	Incidentals and waste at 5%	2.15	.....
		$45.13	$ 6.76

	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above	$45.13	$6.76	40	$15.35	$29.78
Labor on equipment	7.50	.....	40	3.00	4.50
	$52.63	$6.76	....	$18.35	$34.28

OVERHEAD SPECIAL WORK.

Layout No. *84.

Fulton St. at Western Ave.

	Material	Cost New	Scrap Value
16	Pole bands (solid 2-bolt)	$ 4.00	.....
18	Brooklyns (medium, malleable iron)	10.80	.....
22	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in	3.30	.....
1	Terminal insulator (swivel)	.45	.....
13	Straight line hangers, W. E. type A	5.20	.....
6	Single curve hangers	2.40	.....
3	Double curve hangers	1.35	.....
17	Ears, 12 in. clinch	4.25	$1.02
2	Solid feeder hanger ears	.90	.30
8	Ears, 15 in. splicing	3.60	1.36
1	Splicing sleeve, 10 in	.40	.06
1	Trolley frog	3.40	.60
348	Ft. 5 /16 in. stranded wire	2.78	.....
449	Ft. $\frac{1}{4}$ in. stranded wire	2.92	.....
203	Ft. 3 /8 in. stranded wire	2.03	.....
39	Ft. $\frac{1}{2}$ in. stranded wire	.64	.....
246	Ft. No. 8 solid iron wire	.44	.....
30	Ft. 4 /0 W. P. wire	3.54	2.19
		$52.40	.....
	Incidentals and waste at 5%	2.62	.....
		$55.02	$ 5.53

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	6–7–8–30′	$ 68.84	$ 6.20	1895	35	$ 21.92	$ 46.92
9 Poles	Iron	5–6–7–30′	271.53	22.50	1895	35	87.16	184.37
Equipment as above			55.02	5.53	....	40	19.80	35.22
Labor on Equipment			27.50	.....	....	40	11.00	16.50
			$422.89	$34.23	....	...	$139.88	$283.01

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. 86.

Chicago Ave. at North 40th Ave.

	Material	Cost New	Scrap Value
9	Pole bands (solid 2-bolt)	$ 4.25	
12	Brooklyns (medium, malleable iron)	7.20	
14	Wood strains, $1\frac{1}{4}$ in. x $9\frac{1}{2}$ in.	2.10	
5	Straight line hangers	2.00	
2	Double curve hangers	.90	
1	Feeder hanger (W. E. 94907)	.35	$0.05
7	Ears, 12-in. clinch	1.75	.70
1	Ear, 15-in. splicing	.50	.25
2	Solid feed hanger ears	.90	.30
1	Trolley frog	3.40	.60
29	Ft. 2/0 W. P. wire	2.23	1.31
257	Ft. 5/16-in. stranded wire	2.06	
124	Ft. $\frac{1}{4}$-in. stranded wire	.81	
		$28.45	
	Incidentals and waste at 5%	1.42	
		$29.87	$3.21

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	6–7–8–30′	$ 70.50	$ 6.20	1895	35	$ 22.51	$ 47.99
6 Poles	Iron	5–6–7–30′	186.00	15.00	1895	35	59.85	126.15
Equipment as above			29.87	3.21	....	25	6.67	23.20
Labor on Equipment			10.00			25	2.50	7.50
			$296.37	$24.41			$ 91.53	$204.84

OVERHEAD SPECIAL WORK.

Layout No. 87.

Grand Avenue at North Avenue.

	Material	Cost New	Scrap Value
12	Pole bands (solid 2-bolt)	$ 3.00	.....
11	Brooklyns (medium, malleable iron)	6.60	.....
17	Wood strains, $9\frac{1}{2}$ in x $1\frac{1}{4}$ in.	2.55	.....
6	Straight line hangers	2.40	.....
1	Single curve hanger	.40	.....
2	Double curve hangers	.90	.....
5	Ears, 12-in. clinch	1.25	$0.50
2	Ears, 15-in. splicing	1.00	.50
2	Ears, solid feeder	.90	.30
2	Trolley frogs	6.80	1.20
1	Solid crossover	3.40	.50
2	Section insulators (Phila. type)	9.00	1.20
268	Ft. wire, $\frac{1}{4}$-in. stranded	1.74	.....
169	Ft. wire, 5 /16-in. stranded	1.35	.....
65	Ft. wire, 3 /8-in. stranded	.65	.....
85	Ft. wire, 2 /0-in. W. P.	6.55	3.83
		$48.49	
	Incidentals and waste at 5%	2.42	
		$50.91	$8.03

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
5 Poles	Iron	6-7-8-30′	$172.10	$15.50	1905	10	$ 15.66	$156.44
2 Poles	Iron	5 6 7 30′	60.34	5.00	1905	10	5.53	54.81
1 Stub	Wood	15 in.-12′	10.15	1.00	1905	25	2.29	7.86
Equipment as above			50.91	8.03	....	25	10.72	40.19
Labor on Equipment			15.00	.....	....	25	3.75	11.25
			$308.50	$29.53	....	...	$ 37.95	$270.55

OVERHEAD SPECIAL WORK.

Layout No. 88.

Grand Ave. at 48th Ct. (C. M. & St. P. R. R.)

	Material	Cost New	Scrap Value
8	Pole bands (solid 2-bolt)	$ 2.00	
8	Brooklyns (medium, malleable iron)	4.80	
21	Wood strains, 9½ in. x 1¼ in.	3.15	.....
4	Straight line hangers	1.60	
12	Single curve hangers	4.80	.....
2	Double curve hangers	.90	.....
28	Ears, 12-in. clinch	7.00	$2.80
1	Ear, 15-in. splicing	.50	.25
2	Ears, solid feeder	.90	.30
144	Ft. wood trough	57.60	.....
144	Ft. trolley, Tee, 2½ x 1½ in.	12.96	.....
682	Ft. wire, ¼-in. stranded	4.43	.....
135	Ft. wire, 5/16-in. stranded	1.08	.....
10	Ft. wire, 2/0 W. P.	.77	.45
		$102.49	
	Incidentals and waste at 5%	5.12	
		$107.61	$3.80

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	6–7–8–30′	$ 68.84	$ 6.20	1905	10	$ 6.26	$ 62.58
6 Poles	Iron	5–6–7–30′	181.02	15.00	1905	10	16.60	164.42
Equipment as above			107.61	3.80	....	25	25.95	81.66
Labor on Equipment			30.00	.....	....	25	7.50	22.50
			$387.47	$25.00	....	...	$ 56.31	$331.16

OVERHEAD SPECIAL WORK.

Layout No. 89.

Grand Avenue at Armitage Avenue.

	Material	Cost New	Scrap Value
8	Pole bands (solid 2-bolt)	$ 2.00	.....
8	Brooklyns (medium, malleable iron)	4.80	.....
12	Wood strains, $9\frac{1}{2}$ in. x $1\frac{1}{4}$ in	1.80	.....
2	Terminal insulators (swivel)	.90	.....
4	Straight line hangers	1.60	.....
2	Single curve hangers	.80	.....
2	Double curve hangers	.90	.....
7	Ears, 12 in. clinch	1.75	$ .70
2	Ears, solid feeder	.90	.30
157	Ft. wire, $\frac{1}{4}$ in. stranded	1.02	.....
271	Ft. wire, 5 /16 in. stranded	2.17	.....
36	Ft. wire, 2 /0 W. P	2.77	1.62
		$21.41	.....
	Incidentals and waste at 5%	1.07	.....
		$22.48	$ 2.62

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	6–7–8–30′	$ 68.84	$ 6.20	1905	10	$ 6.26	$ 62.58
6 Poles	Iron	5–6–7–30′	181.02	15.00	1905	10	16.60	164.42
Equipment as above			22.48	2.62	....	25	4.97	17.51
Labor on Equipment			5.00	.....	....	25	1.25	3.75
			$277.34	$23.82	....	...	$ 29.08	$248.26

OVERHEAD SPECIAL WORK.

Layout No. 90.

Madison Street at 48th Avenue.

	Material	Cost New	Scrap Value
1	Brooklyn (medium, malleable iron)	$ .25	
4	Globe strains	1.00	
22	Wood strains ($1\frac{1}{4}$x$9\frac{1}{2}$ in.)	3.30	
12	Straight line hangers	4.80	
8	Single curve hangers	3.20	
8	Double curve hangers	3.60	
25	Ears, 12 in. clinch	6.25	$ 2.50
5	Ears, 15 in. splice	2.50	.85
2	Solid feeder hanger ears	.90	.30
6	Eyebolts	.30	
6	Eyebolts, insulated	.96	
8	Trolley frogs	27.20	4.80
9	Solid crossovers	30.60	4.50
440	Ft. 3/8 in. guy wire	4.40	
700	Ft. 5/16 in. guy wire	5.60	
30	Ft. 4/0 feeder tap	.35	.22
150	Ft. No. 14 W. P. wire	.27	.18
1	Lamp bank (5 lamps)	2.50	
1	Snap switch	.50	
		$98.48	
	Incidentals and waste at 5%	4.92	
		$103.40	$13.35

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
6 Poles	Wood	7″ top 30′	$ 51.00	$ 6.00	1894	85	$ 38.25	$ 12.75
Equipment as above			103.40	13.35	....	35	31.52	71.88
Labor on Equipment			65.00			35	22.75	42.25
			$219.40	$19.35	....		$ 92.52	$126.88
Ogden St. Railway Interest			65.18	5.00	....		21.06	44.12
Cicero and Proviso St. Railway Interest			154.22	14.35	....	...	71.46	82.76

OVERHEAD SPECIAL WORK.

Layout No. 90.

Madison Street at 48th Avenue.

Ogden Street Railway Co.'s Interest.

	Material	Cost New	Scrap Value
6	Wood strains ($1\frac{1}{4}$x$9\frac{1}{2}$ in.)	$ .90	.....
1	Globe strain	.25	.....
4	Straight line hangers	1.60	.....
3	Single curve hangers	1.20	.....
4	Double curve hangers	1.80	.....
11	Ears, 12 in. clinch	2.75	$ 1.10
3	Solid crossovers	10.20	1.50
4	Trolley frogs	13.60	2.40
150	Ft. 5/16 in. guy wire	1.20	.....
		$33.50	.....
	Incidentals and waste at 5%	1.68	.....
		$35.18	$ 5.00

	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above	$35.18	$5.00	35	$10.56	$24.62
Labor on equipment	30.00	.....	35	10.50	19.50
	$65.18	$5.00	....	$21.06	$44.12

OVERHEAD SPECIAL WORK.

Layout No. *91.

48th Avenue at Harrison Street.

	Material	Cost New	Scrap Value
3	Brooklyns (medium, malleable iron)	$ 1.80	
16	Wood strains ($1\frac{1}{4}$x$9\frac{1}{2}$ in.)	2.40	
5	Insulated eyebolts	.80	
5	Eyebolts	.25	
6	Straight line hangers	2.40	
10	Single curve hangers	4.00	
1	Double curve hanger	.45	
12	Barn hangers	4.80	
27	Ears, 12 in. clinch	6.75	$ 2.70
5	Ears, 15 in. splice	2.50	.85
152	Ft. lumber (B. M.)	6.08	.....
6	C. I. Trolley trough clamps	6.00	.....
280	Ft. 3/8 in. guy wire (stranded)	2.80	.....
525	Ft. 5/16 in. guy wire (stranded)	4.20	
3	Iron rings 3x$\frac{3}{4}$ in.	.15	.....
		$45.38	
	Incidentals and waste at 5%	2.27	...
		$47.65	$ 3.55

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
9 Poles	Wood	7″ top 30′	$ 76.50	$ 9.00	1898	65	$ 43.88	$ 32.62
Equipment as above			47.65	3.55		25	11.03	36.62
Labor on Equipment			17.50	.....	....	25	4.37	13.13
			$141.65	$12.35			$ 59.28	$ 82.37

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. 92.

12th Street at 48th Avenue.

	Material	Cost New	Scrap Value
2	Brooklyns (medium, malleable iron	$ 1.20	.....
19	Wood strains (1¼ in. x 9½ in.)	2.85	.....
5	Insulated eyebolts	.40	.....
2	Eyebolts	.10	.....
6	Straight line hangers	2.40	.....
2	Single curve hangers	.80	.....
4	Double curve hangers	1.80	.....
11	Ears, 12-in. clinch	2.75	$ 1.10
13	Ears, 15-in. splice	6.50	2.21
4	Trolley frogs	13.60	2.40
1	Solid crossover	3.40	.50
5	Insulated crossovers (Philadelphia)	43.00	6.25
1	Lamp bank (5 lamps)	2.50	.....
235	Ft. 3/8-in. guy wire (stranded)	2.25	.....
800	Ft. 5/16 in. guy wire (stranded)	6.40	.....
120	Ft. No. 14 W. P. wire	.22	.14
1	Snap switch	.50	.....
1	Iron ring, 3 in. x ¾ in	.05	.....
		$90.82	
	Incidentals and waste, at 5%	4.54	
		$95.36	$12.60

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
4 Poles	Wood	7" top 30'	$ 34.00	$ 4.00	1896	75	$ 22.50	$ 11.50
Equipment as above			95.36	12.60	....	35	28.96	66.40
Labor on Equipment			37.50	.....	....	35	13.13	24.37
			$166.86	$16.60	....	...	$ 64.59	$102.27

OVERHEAD SPECIAL WORK.

Layout No. *93.

12th Street at 52nd Avenue.

	Material	Cost New	Scrap Value
4	Insulated crossovers (Philadelphia)	$34.40	$5.00
	Incidentals and waste, at 5%	1.72	
		$36.12	$5.00

Quantity	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above	$36.12	$5.00	25	$7.78	$28.34
Labor on equipment	5.00	.....	25	1.25	3.75
	$41.12	$5.00		$9.03	$32.09

*Outside interest.

OVERHEAD SPECIAL WORK.

Layout No. *94.

40th Ave. at 12th Street.

	Material	Cost New	Scrap Value
14	Pole bands (solid, 2-bolt)	$ 3.50	.....
14	Brooklyns (malleable iron, medium)	8.40	.....
32	Wood strains ($1\frac{1}{4}$ x $9\frac{1}{2}$ in.)	4.80	.....
2	Globe strains	.50	.....
2	Insulated eyebolts	.32	.....
11	Straight line hangers	4.40	.....
5	Single curve hangers	2.00	.....
5	Double curve hangers	2.25	.....
17	Ears, 12-in. clinch	4.25	$ 1.70
4	Ears, 15-in. splice	2.00	.68
8	Trolley frogs	27.20	4.80
6	Solid crossovers	20.40	3.00
5	Section insulators (Philadelphia)	22.50	3.00
2	Insulated trolley frogs	9.00	1.20
450	Ft. 3/8-in. guy wire (stranded)	4.50	.....
1,225	Ft. 5/16-in. guy wire (stranded)	9.80	.....
		$125.82	$14.38
	Incidentals and waste, at 5%	6.29	
		$132.11	

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Wood	7" top 30'	$ 17.00	$ 2.00	1896	76	$ 11.40	$ 5.60
6 Poles	Wood	5 6 7 30'	153.30	15.00	1896	$32\frac{1}{2}$	44.95	108.35
Equipment as above			132.11	14.38	....	30	35.32	96.79
Labor on Equipment			52.50	.....	....	30	15.75	36.75
			$354.91	$31.38			$107.42	$247.49

‡Outside interests.

OVERHEAD SPECIAL WORK.

Layout No. *95.

40th Ave. at 22nd St. and Ogden Ave.

	Material	Cost New	Scrap Value
23	Pole bands (solid, 2-bolt)	$ 5.75	
24	Brooklyns (medium, malleable iron)	14.40	
52	Wood strains (1¼ x 9½ in.)	7.80	
1	Globe strain	.25	
3	Insulated eyebolts	.48	
19	Straight line hangers	7.60	
11	Single curve hangers	4.40	
3	Double curve hangers	1.35	.....
31	Ears, 12-in. clinch	7.75	$ 3.10
12	Ears, 15-in. splice	6.00	2.04
13	Trolley frogs	44.20	7.80
16	Adjustable crossovers	72.00	9.60
2	Section insulators (Philadelphia)	9.60	1.20
1	Terminal insulator (swivel)	.45	.15
240	Ft. ½-in. guy wire (stranded)	3.96	.....
115	Ft. 3/8-in. guy wire (stranded)	1.15	.....
2,225	Ft. 5/16 in. guy wire (stranded)	17.80	.....
		$204.34	
	Incidentals and waste, at 5%	10.22	
		$214.56	$23.89

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Wood	7" 30'	$ 17.00	$ 2.00	1907	12	$ 1.80	$ 15.20
10 Poles	Iron	5 6 7 30'	255.50	25.00	1907	5	11.52	243.98
Equipment as above			214.56	23.89	....	30	57.20	157.36
Labor on Equipment			102.50			30	30.75	71.75
			$589.56	$50.89			$101.27	$488.29

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. *96.

40th Ave. at 26th Street.

	Material	Cost New	Scrap Value
9	Pole bands (solid, 2-bolt)	$ 2.25	.....
11	Brooklyns (medium, malleable iron)	6.60	.....
15	Wood strains (1¼ x 9½ in.)	2.25	.....
1	Eyebolt	.05	.....
11	Straight line hangers	4.40	.....
4	Single curve hangers	1.60	.....
15	Ears, 12-in. clinch	3.75	$1.50
1	Trolley frog	3.40	.60
4	Adjustable insulated crossovers (Philadelphia)	34.40	5.00
600	Ft. 5/16-in. guy wire (stranded)	4.80	.....
		$63.50	
	Incidentals and waste, at 5%	3.18	....
		$66.68	$7.10

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
6 Poles	Iron	5–6–7–30′	$153.30	$15.00	1896	32½	$ 44.95	$108.35
Equipment as above			66.68	7.10	....	25	14.89	51.79
Labor on Equipment			27.50	.....	....	25	6.87	20.63
			$247.48	$ 22.10	....	...	$ 66.71	$180.77

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. 97.

40th Ave. at 31st St.

	Material	Cost New	Scrap Value
9	Wood strains ($1\frac{1}{4}$ x $9\frac{1}{2}$)	$ 1.35	$
1	Insulated eyebolt	.16	
3	Eyebolts	.15	
2	Straight line hangers	.80	
7	Single curve hangers	2.80	
4	Double curve hangers	1.80	
14	Ears, 12 in. clinch	3.50	1.40
3	Ears, 15 in. splice	1.50	.51
2	Anchors	20.00	
20	Ft. $1\frac{1}{2}$ in. W. I. pipe	1.00	
430	Ft. 3/8 in. guy wire (stranded	4.30	
475	Ft. 5/16 in. guy wire (stranded)	3.80	
		$41.16	
	Incidentals and waste at 5%	2.05	
		$43.21	$ 1.91

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
4 Poles	Wood	7″ 30′	$ 34.00	$ 4.00	1897	70	$ 21.00	$ 13.00
2 Poles	Wood Stub	7″–20′	7.60	2.00	1897	70	3.92	3.68
Equipment as above			43.21	1.91	....	25	10.32	32.89
Labor on Equipment			25.00	.....	....	25	6.25	18.75
			$109.81	$ 7.91	....	...	$ 41.49	$ 68.32

OVERHEAD SPECIAL WORK.

Layout No. *98.

Chicago Ave. at 48th Ave.

	Material	Cost New	Scrap Value
7	Pole bands (solid 2-bolt)	$ 1.75	$.....
7	Brooklyns (medium malleable iron)	4.20	.....
17	Wood strains ($1\frac{1}{4}$ x $9\frac{1}{2}$ in.)	2.55	.....
1	Straight line hanger	.40	.....
8	Single curve hangers	3.20	.....
8	Double curve hangers	3.60	.....
17	Ears, 12 in. clinch	4.25	1.70
2	Trolley frogs	6.80	1.20
1	Solid cross-over	3.40	.50
2	Section insulators (Philadelphia)	9.00	1.20
35	Ft. guy wire $\frac{1}{2}$ in. stranded	.58	.....
230	Ft. guy wire 3 /8 in. stranded	2.30	.....
795	Ft. guy wire 5 /16 in. stranded	6.36	.....
		$48.39	
	Incidentals and waste at 5%	2.42	.....
		$50.81	$ 4.60

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Iron	5 6 7–30′	$ 76.65	$ 7.50	1896	32½	$ 22.47	$ 54.18
2 Poles	Wood	8″ top 35′	23.00	2.00	1894	85	17.65	5.35
1 Stub	Wood	10′	3.80	1.00	1894	85	2.38	1.42
Equipment as above			50.81	4.60	....	25	11.55	39.26
Labor on Equipment			27.50	. .	....	25	6.88	20.62
			$181.76	$15.10	....	..	$ 60.93	$120.83

*Outside Interest.

OVERHEAD SPECIAL WORK.

Layout No. 99.

Lake St. at 48th Ave.

	Material	Cost New	Scrap Value
3	Pole bands (solid 2-bolt)	$ 0.75	$
15	Brooklyns (medium malleable iron)	9.00	
17	Wood strains ($1\frac{1}{4}$ x $9\frac{1}{2}$ in.)	2.55	
5	Straight line hangers	2.00	
8	Single curve hangers	3.20	
5	Double curve hangers	2.25	
3	Solid feeder hanger ears	1.35	.45
14	Ears, 12 in. clinch	3.50	1.40
4	Splice ears, 15 in.	2.00	.68
1	Solid cross-over	3.40	.50
3	Trolley frogs	10.20	1.80
1	Section insulator (Philadelphia)	4.50	.60
2	Insulated eyebolts	.32	.....
11	Clamp hooks, W. I.	1.10	
560	Ft. 5/16 in. guy wire stranded	4.48	.....
28	Ft. 2/0 W. P. wire	2.16	1.26
		$52.76	
	Incidentals and waste at 5%	2.64	
		$55.40	$ 6.69

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	4-5-6-30′	$ 43.26	$ 1.00	1894	37½	$ 14.72	$ 28.54
1 Pole	Wood	7 in.-30′	8.50	1.00	1896	50	3.75	4.75
1 Pole	Wood	7 in.-35′	10.15	1.00	1896	50	4.58	5.57
Equipment as above			55.40	6.69	....	30	14.61	40.79
Labor on Equipment			32.50			30	9.75	22.75
			$149.81	$12.69			$ 47.41	$102.40

OVERHEAD SPECIAL WORK.

Layout No. *100.

Lake St. at Pine Ave.

	Material	Cost New	Scrap Value
10	Pole bands (solid 2-bolt)	$ 2.50	$.....
13	Brooklyns (medium malleable iron)	7.80	.....
21	Wood strains (1¼ x 9½ in.)	3.15	.....
8	Straight line hangers	3.20	.....
19	Barn Hangers	7.60	.....
9	Single curve hangers	3.60	.....
3	Double curve hangers	1.35	.....
2	Solid feeder hanger ears	.90	.30
34	Ears, 12 in. clinch	8.50	3.40
8	Splice ears, 15 in.	4.00	1.36
2	Trolley frogs	6.80	1.20
2	Insulated cross-overs (Philadelphia)	17.20	2.50
7	Insulated eyebolts	1.12	.....
2	1¼ in guy rod and anchor	30.00	.....
2	4 x 3 4 in. rings, W. I	.10	.....
1	Heavy 10 x 1¼ in. ring	.50	.....
2	Anchors 1 in. rod	20.00	.....
160	Ft. lumber, B. M	6.40	.....
800	Ft. 5 /16 in. guy wire	6.40	.....
120	Ft. 3 /8 in. guy wire	1.20	.....
130	Ft. ½ in. guy wire	2.14	.....
		$134.46	.....
	Incidentals and waste at 5%	6.72	.....
		$141.18	$ 8.76

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
6 Poles	Iron	5 6 7 30′	$153.30	$15.00	1907	5	$ 6.92	$146.38
4 Poles	Wood	8 in.–30′	40.60	4.00	1892	90	32.94	7.66
1 Pole	Wood	6 in.–25′	5.50	1.00	1907	12	.54	4.96
2 Poles	Wood	8 in.–30′	20.30	2.00	1907	12	2.20	18.10
Equipment as above			141.18	8.76	....	25	33.10	108.08
Labor on Equipment			45.00	.....	....	25	11.25	33.75
			$405.88	$30.76	....	...	$ 86.95	$318.93

*Outside interests.

OVERHEAD SPECIAL WORK.

Layout No. 101.

Cicero & Proviso St. Ry. Car House at Madison St. and 40th Ave.

	Material	Cost New	Scrap Value
9	Pole bands (solid 2-bolt)	$ 2.25	$
51	Brooklyns (medium malleable iron)	30.60	
57	Wood strains (1¼ x 9½ in.)	8.55	
2	Globe strains	.50	.....
1	Insulated eyebolt	.16	.....
22	Eyebolts	1.10	.....
88	Straight line hangers	35.20	
12	Single curve hangers	4.80	
1	Double curve hanger	.45	
7	Barn hangers	2.80	
17	Solid feeder hanger ears	7.65	2.55
96	Ears, 12 in. clinch	24.00	9.60
18	Splicing ears, 15 in	9.00	3.06
4	Trolley frogs	13.60	2.40
10	Solid cross-overs	34.00	5.00
3	Turnbuckles 12 in.	.90	.....
4	W. I. rings, 3 in. x ¾ in	.20	.....
2070	Ft. 5 /16 in. guy wire stranded	16.56	.....
300	Ft. ½ in. guy wire stranded	4.95	.....
150	2 /0 W. P. wire	11.55	6.75
		$208.82	
	Incidentals and waste at 5%	10.44	
		$219.26	$29.36

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Iron	5–6–7–30′	$ 76.65	$ 7.50	1904	12½	$ 8.64	$ 68.01
2 Poles	Iron	6–7–8–30′	59.60	6.20	1904	12½	6.67	52.93
Equipment as above			219.26	29.36	....	30	56.97	162.29
Labor on Equipment			145.00	.....	....	30	43.50	101.50
			$500.51	$43.06	....	...	$115.78	$384.73

OVERHEAD SPECIAL WORK.

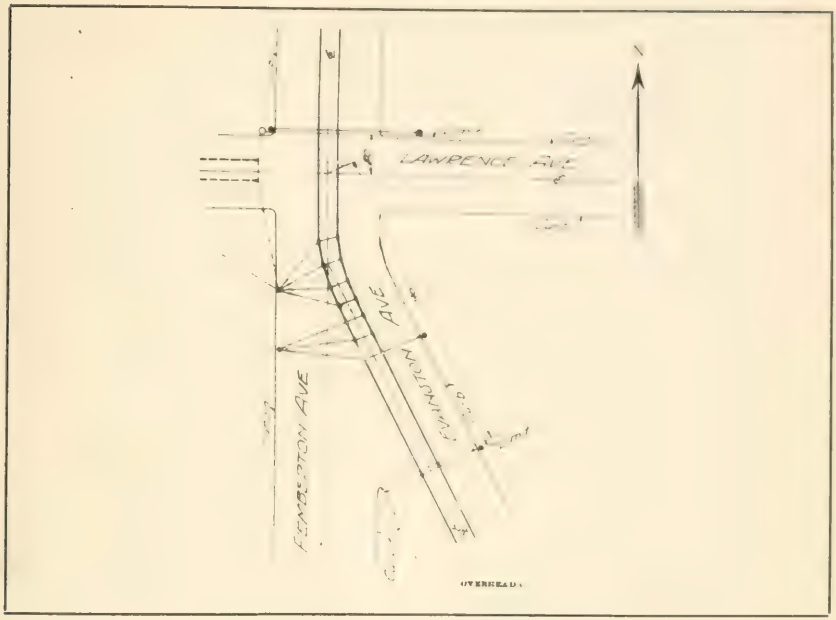
Layout No. *102.

Madison Street at 52nd Avenue.

	Material	Cost New	Scrap Value
1	Pole band (solid 2-bolt)	$ 0.25	.....
1	Brooklyn (medium, malleable iron)	.60	.....
2	Wood strains	.30	.....
2	Straight line hangers	.80	.....
2	Ears, 12 in. clinch	.50	$ 0.20
1	Insulated Eyebolt	.16	.....
93	Ft. 5/16 in. span wire	.74	.....
4	Insulated crossovers (Philadelphia)	34.40	5.00
		$37.75	
	Incidentals and waste at 5%	1.89	.....
		$39.64	$ 5.20

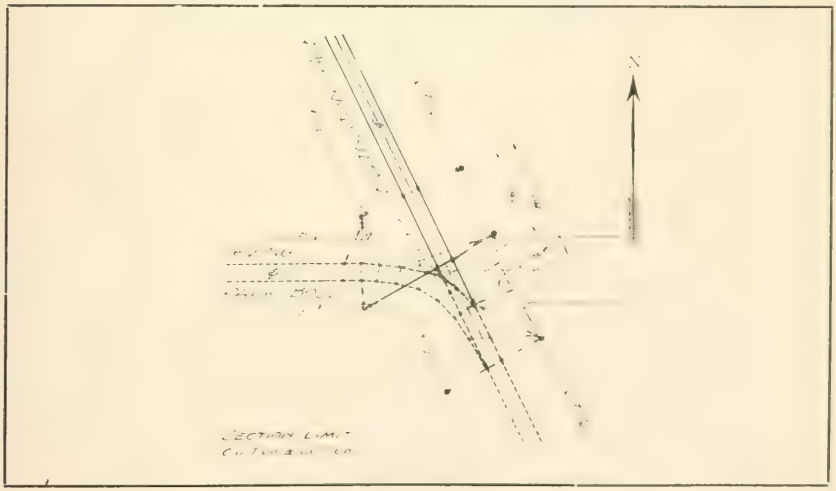
	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above	$39.64	$5.20	25	$ 8.61	$31.03
Labor on equipment	7.50	.....	25	1.88	5.62
	$47.14	$5.20	....	$10.49	$36.65

*Outside interests.



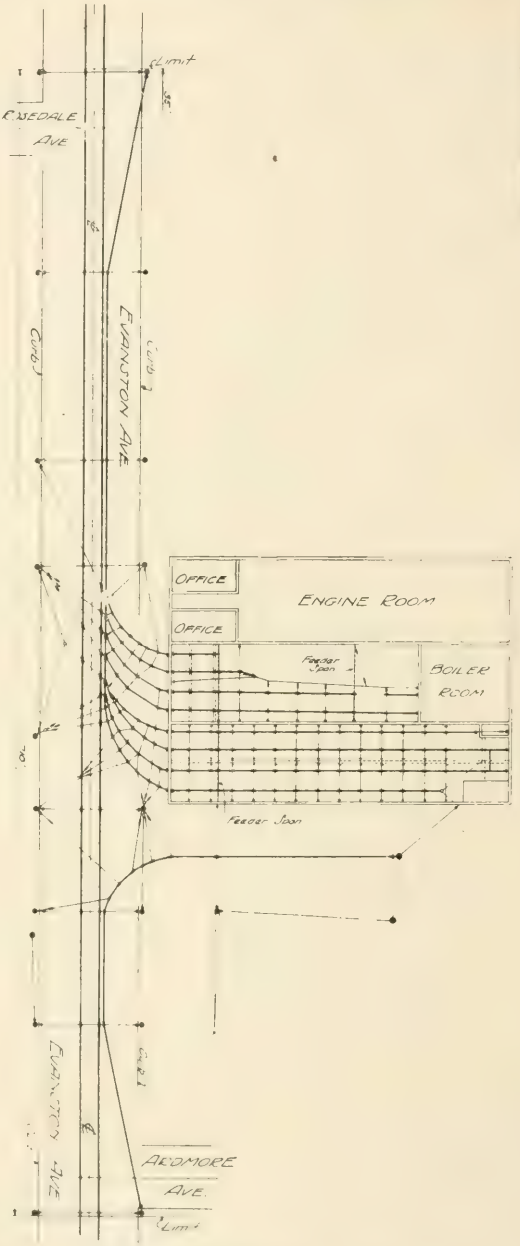
Overhead Special Work at Evanston Ave. and Lawrence Ave.

LAYOUT No. 1.

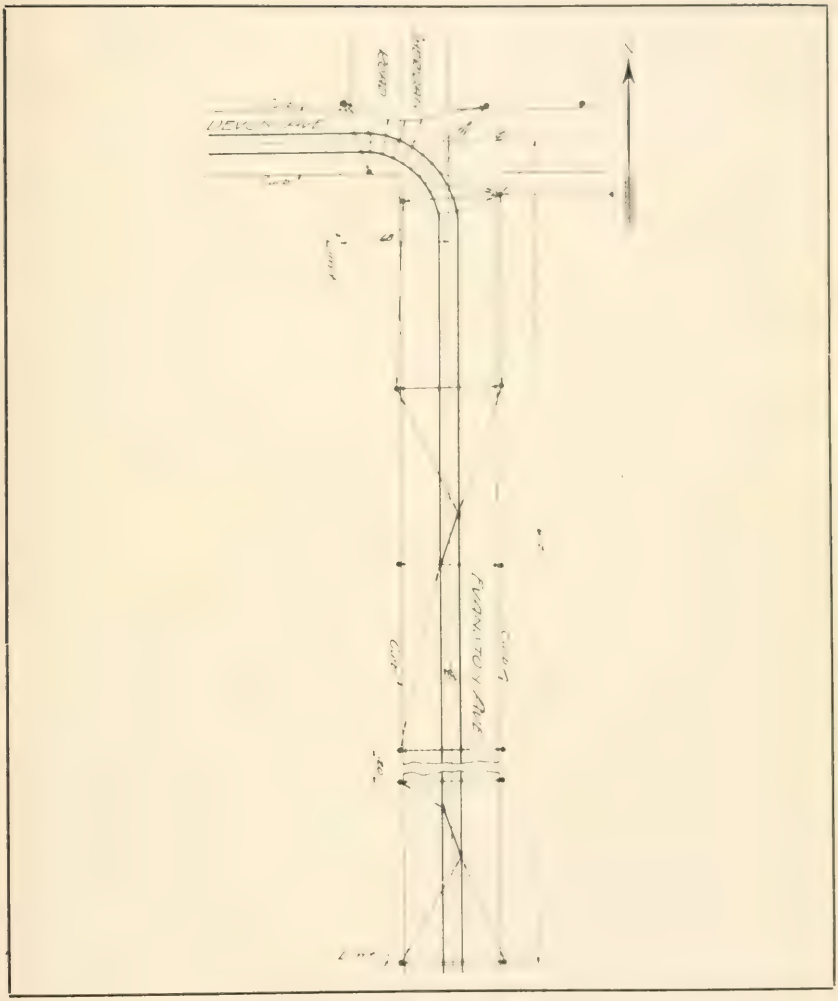


Overhead Special Work at Evanston Ave. and Irving Pk. Blvd.

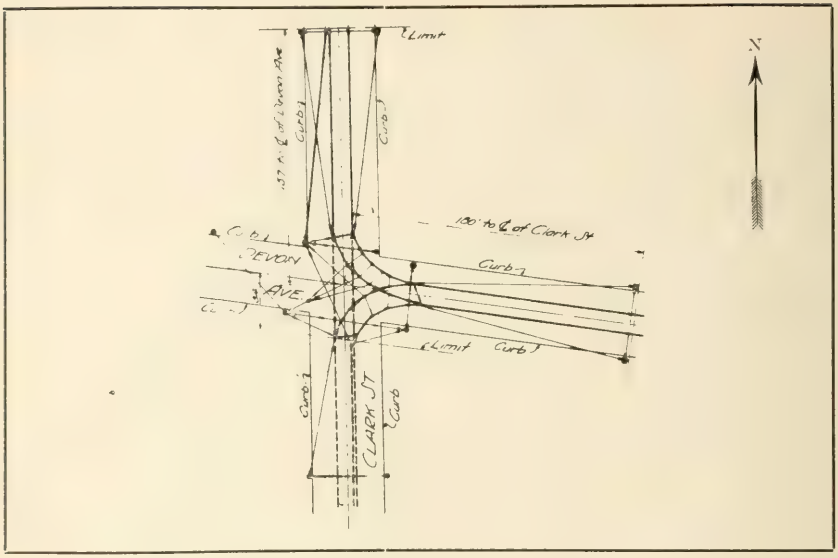
LAYOUT No. 1-A.



Overhead Special Work at Edgewater Power House.
LAYOUT No. 2.

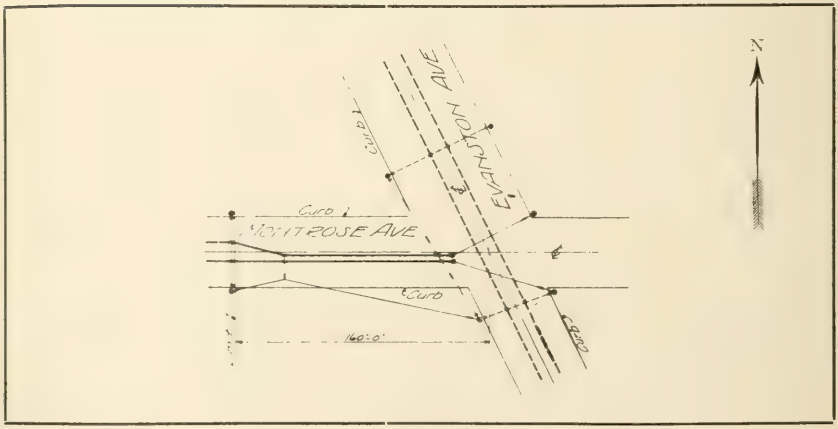


Overhead Special Work at Evanston and Devon Ave.
LAYOUT No. 3.



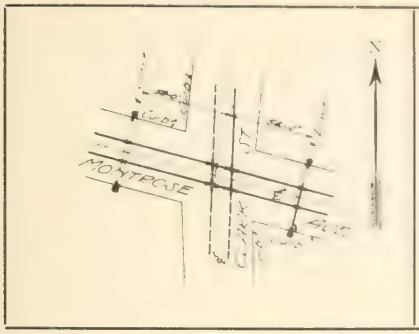
Overhead Special Work at Clark St and Devon Ave.

LAYOUT No. 4.

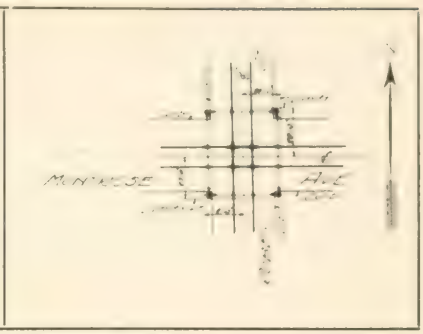


Overhead Special Work at Montrose Ave. and Evanston Ave.

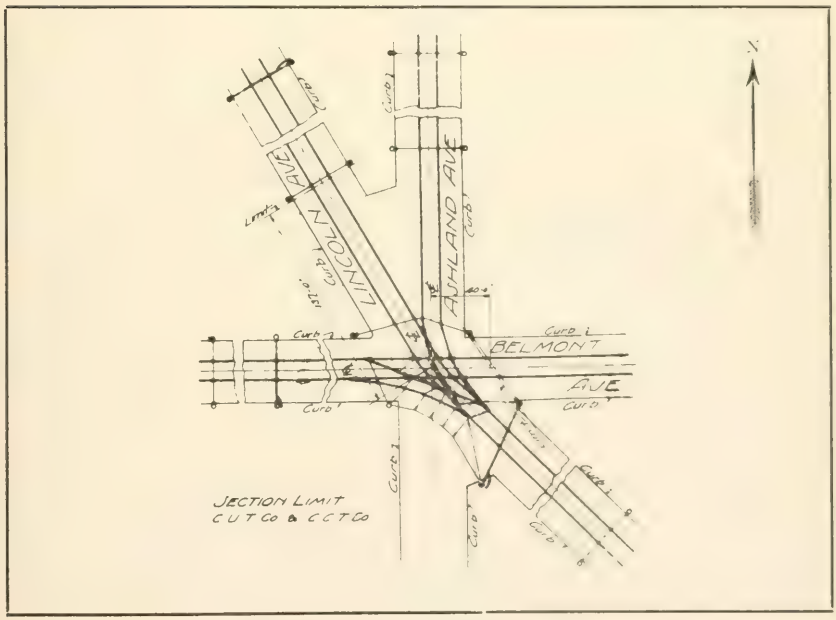
LAYOUT No. 5.



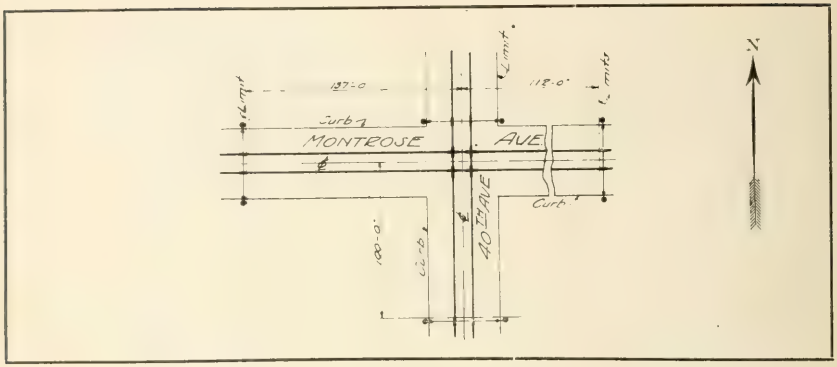
Overhead Special Work at Montrose Ave. and Clark St.
LAYOUT No. 6.



Overhead Special Work at Montrose Ave. and Robey St.
LAYOUT No. 7.

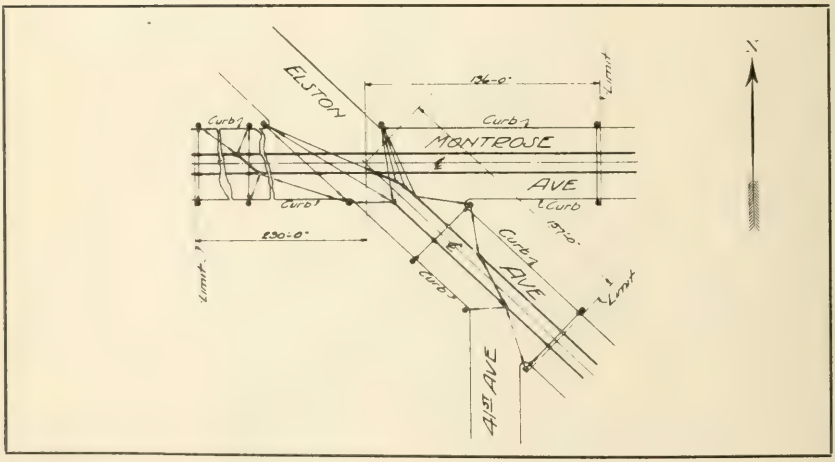


Overhead Special Work at Lincoln, Belmont and Ashland Aves.
LAYOUT No. 7-A.



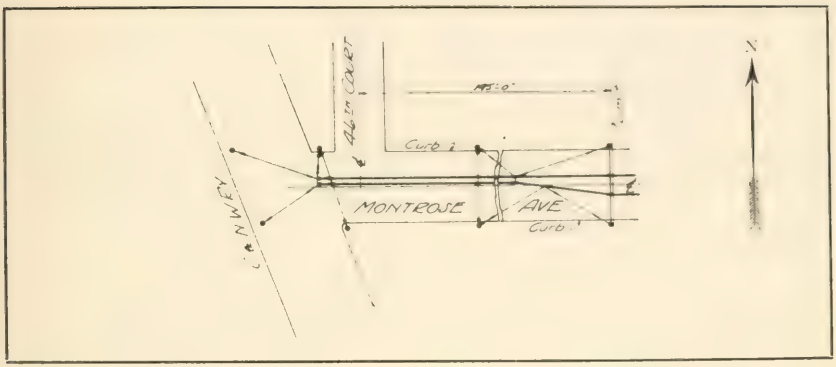
Overhead Special Work at Montrose Ave. and 40th Ave.

LAYOUT No. 8.



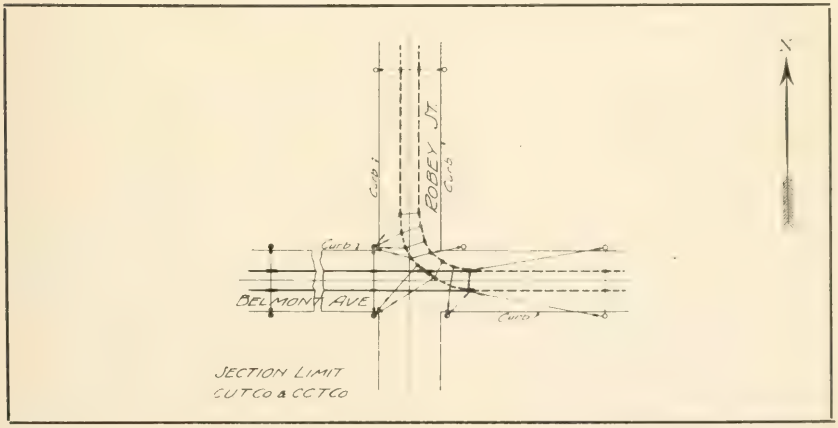
Overhead Special Work at Montrose Ave. and Elston Ave.

LAYOUT No. 9.



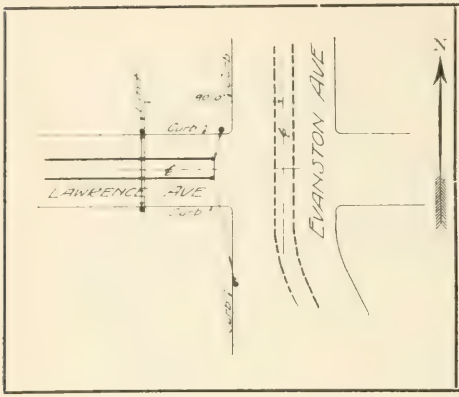
Overhead Special Work at Montrose Ave. and 46th Court.

LAYOUT No. 10.



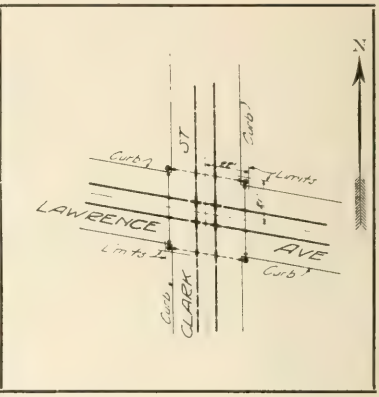
Overhead Special Work at Belmont Ave. and Robey St.

LAYOUT No. 10-A



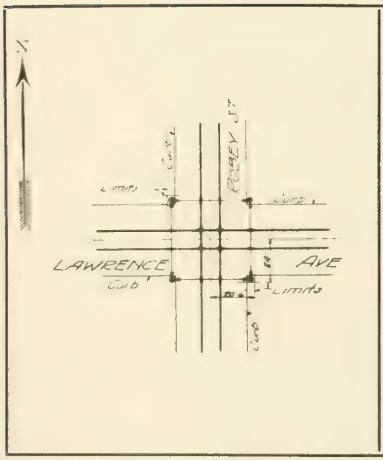
Overhead Special Work at Lawrence Ave. and Elston Ave.

LAYOUT No. 11.



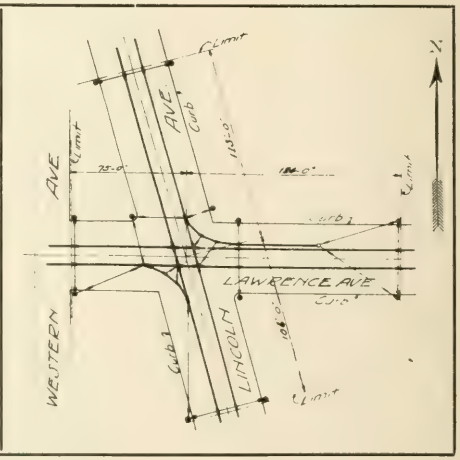
Overhead Special Work at Lawrence Ave. and Clark St.

LAYOUT No. 12.



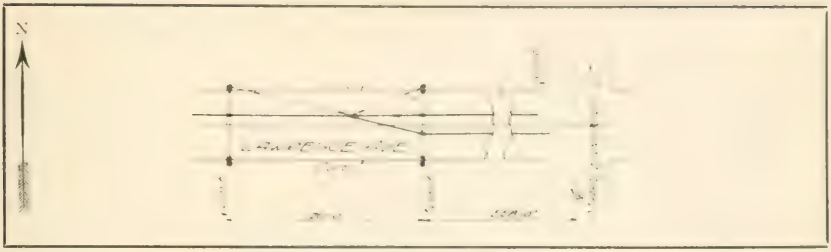
Overhead Special Work at Lawrence Ave. and Robey St.

LAYOUT No. 13.



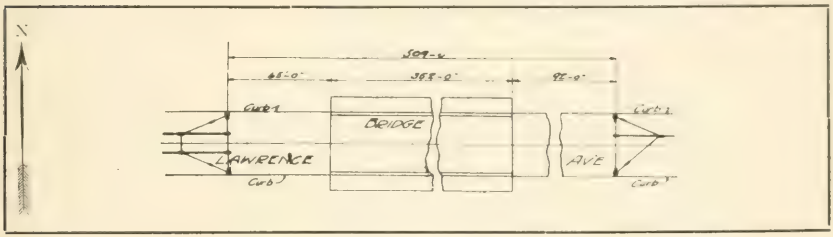
Overhead Special Work at Lawrence Ave. and Lincoln Ave.

LAYOUT No. 14.



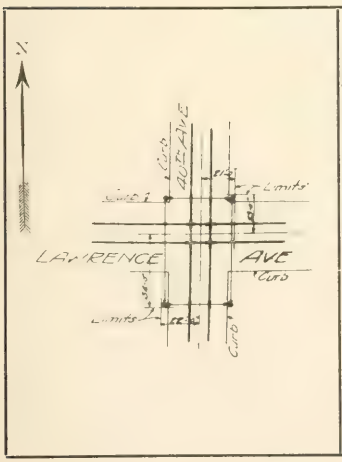
Overhead Special Work at Lawrence Ave. near Maplewood St.

LAYOUT No. 15.



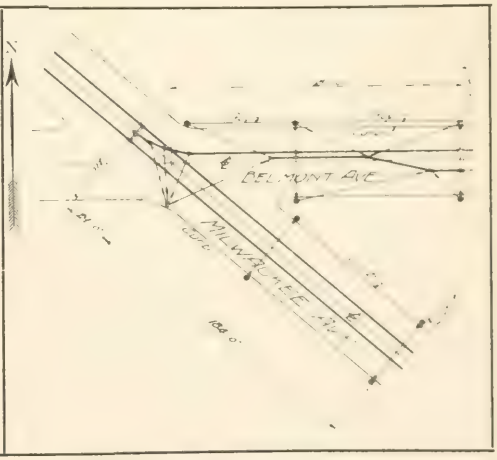
Overhead Special Work at Lawrence Ave. near Chicago River.

LAYOUT No. 16.



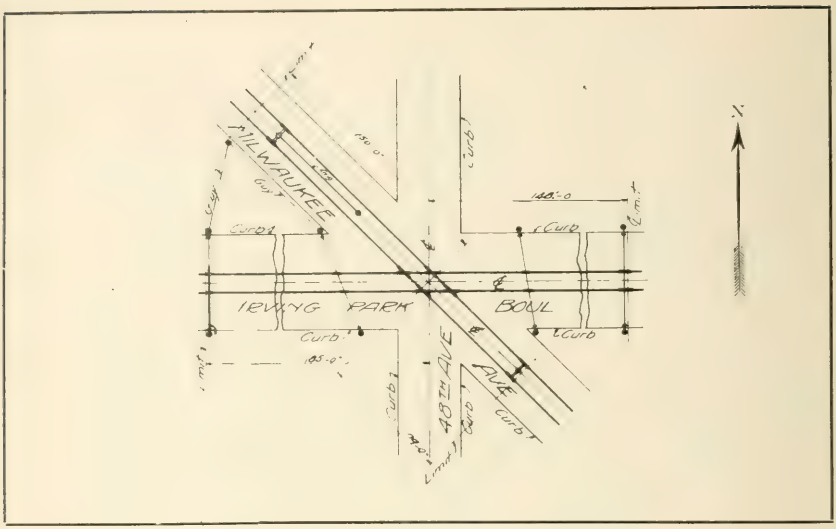
Overhead Special Work at Lawrence Ave. and 40th Ave.

LAYOUT No. 17.

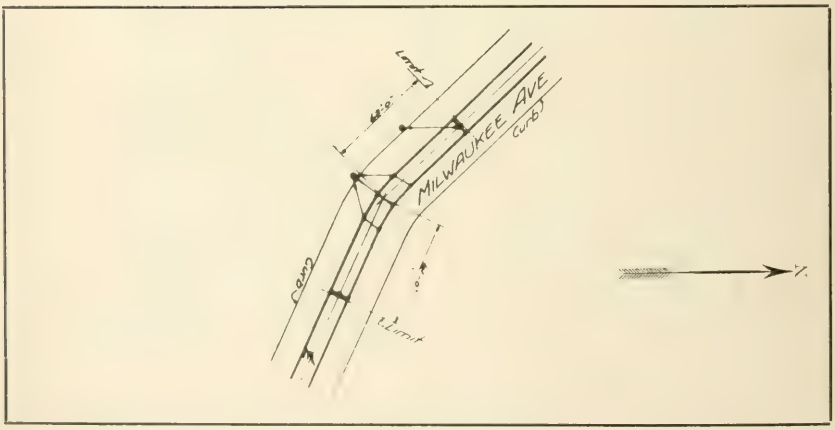


Overhead Special Work at Milwaukee Ave. and Belmont Ave.

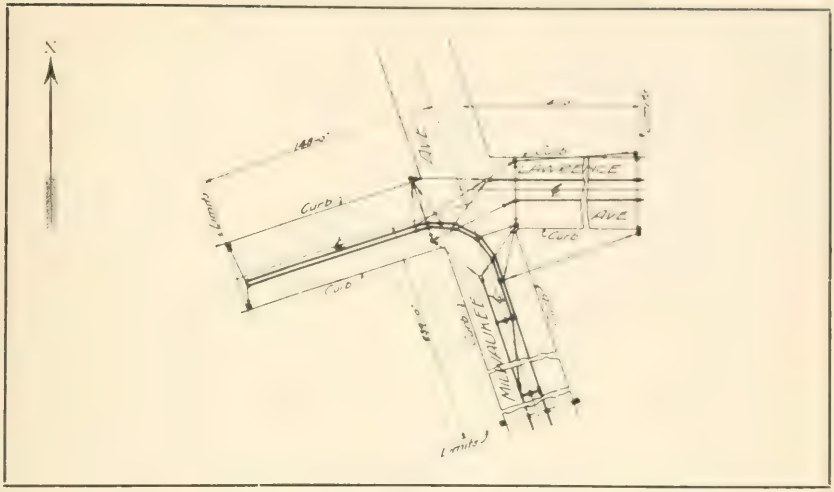
LAYOUT No. 18.



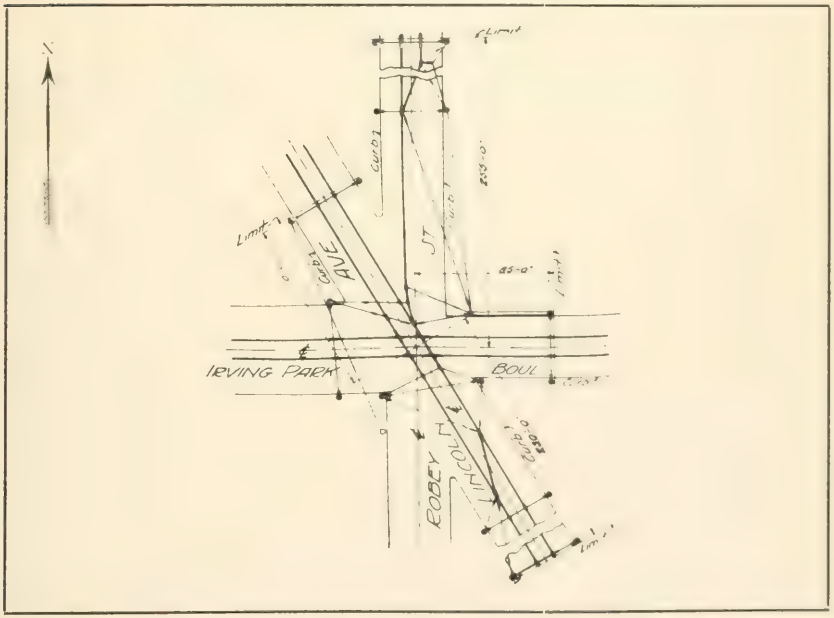
Overhead Special Work at Milwaukee
Ave. and Irving Pk. Blvd.
LAYOUT No. 19.



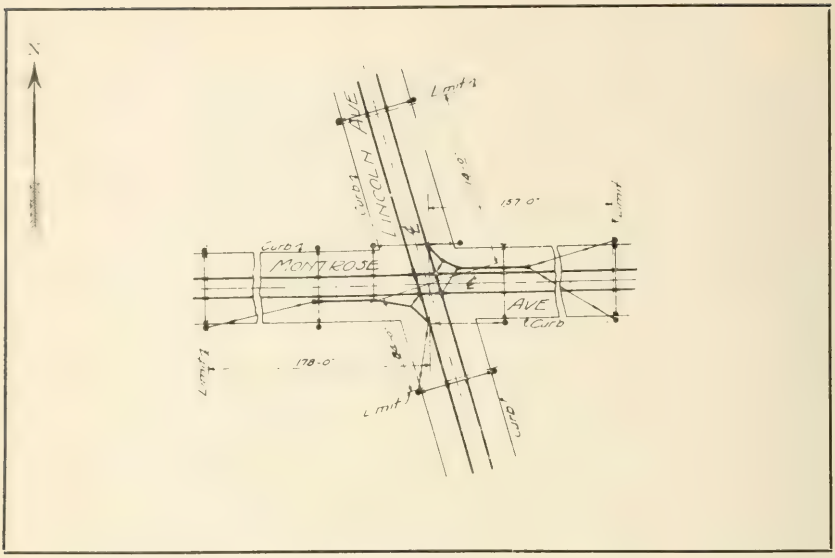
Overhead Special Work at Milwaukee
Ave. and Belle Plaine Ave.
LAYOUT No. 20.



Overhead Special Work at Milwaukee Ave. and Lawrence Ave.
LAYOUT No. 21.

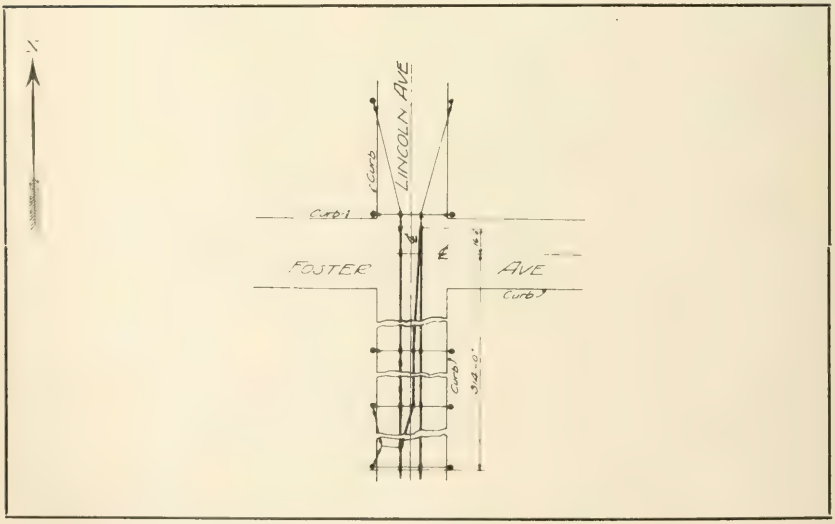


Overhead Special Work at Lincoln Ave., Robey St. and Irving Pk. Blvd.
LAYOUT No. 22.



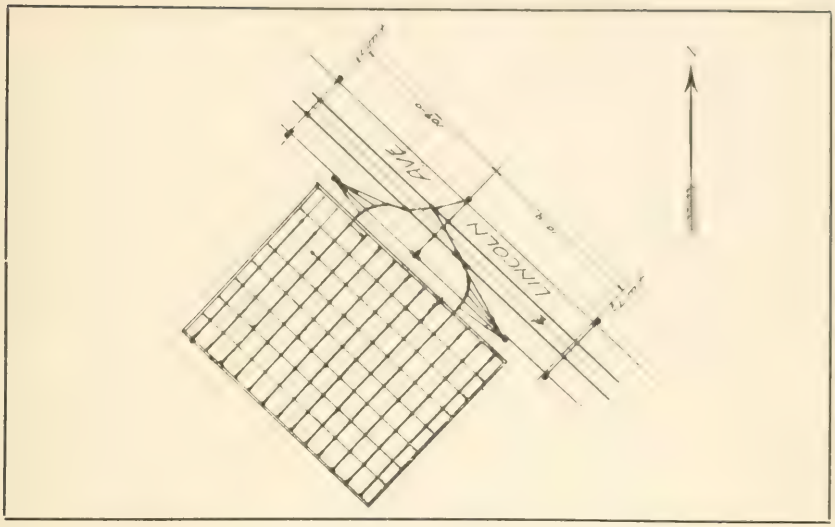
Overhead Special Work at Lincoln Ave. and Montrose Ave.

LAYOUT No. 23.



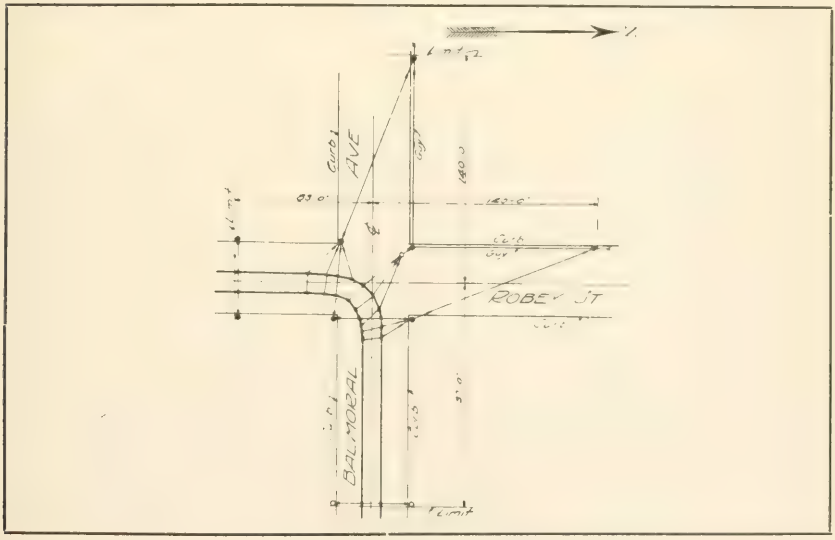
Overhead Special Work at Lincoln Ave. and Foster Ave.

LAYOUT No. 24.



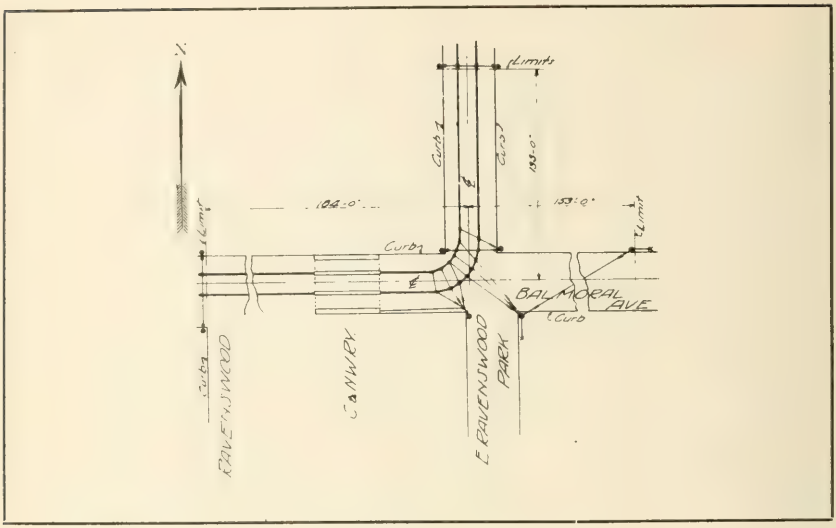
Overhead Special Work at Lincoln Ave. and Belle Plaine Car House.

LAYOUT No. 25.

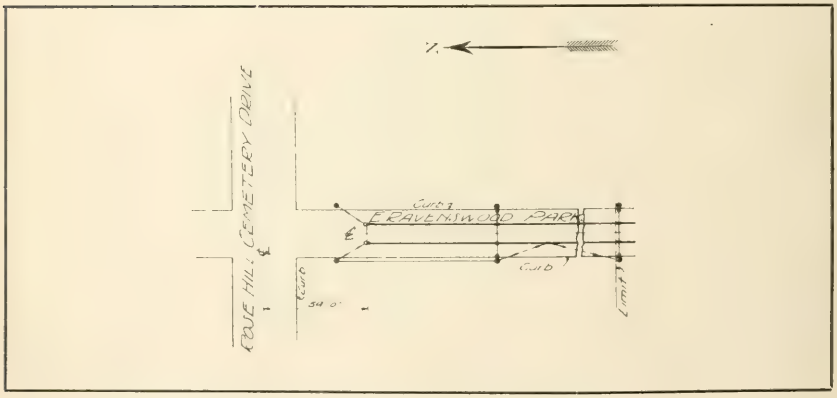


Overhead Special Work at Robey St. and Balmoral Ave.

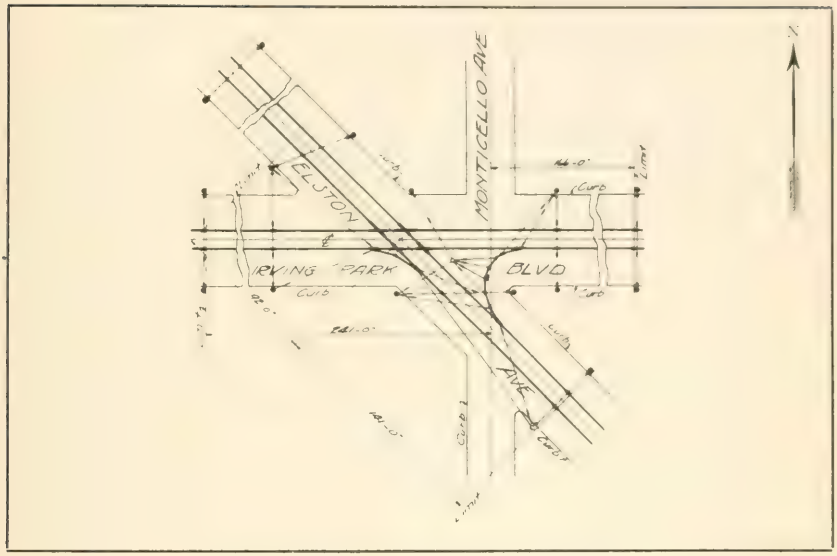
LAYOUT No. 26.



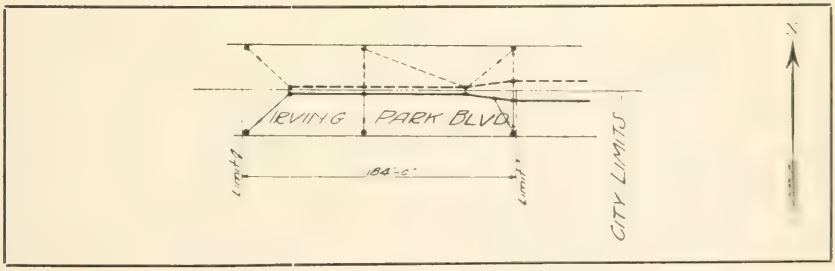
Overhead Special Work at Balmoral
Ave. and E. Ravenswood Pk.
LAYOUT No. 27.



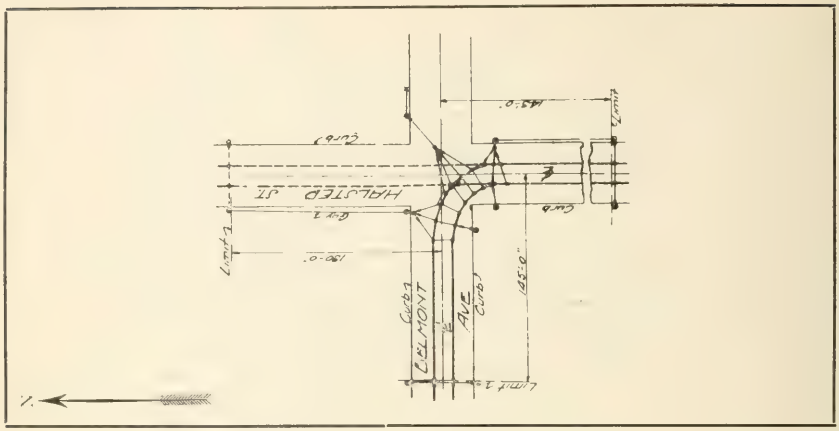
Overhead Special Work at E. Ravens-
wood Pk. and Rosehill Cemetery.
LAYOUT No. 28.



Overhead Special Work at Irving Pk.
Blvd. and Elston Ave.
LAYOUT No. 29.

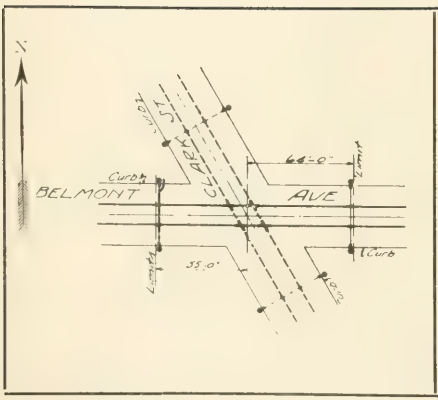


Overhead Special Work at Irving Pk.
Blvd. and Dunning.
LAYOUT No. 30.



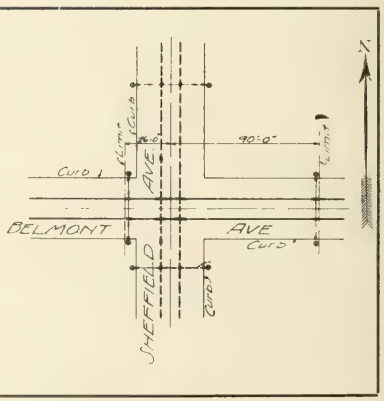
Overhead Special Work at Belmont Ave. and Halsted St.

LAYOUT No. 31.



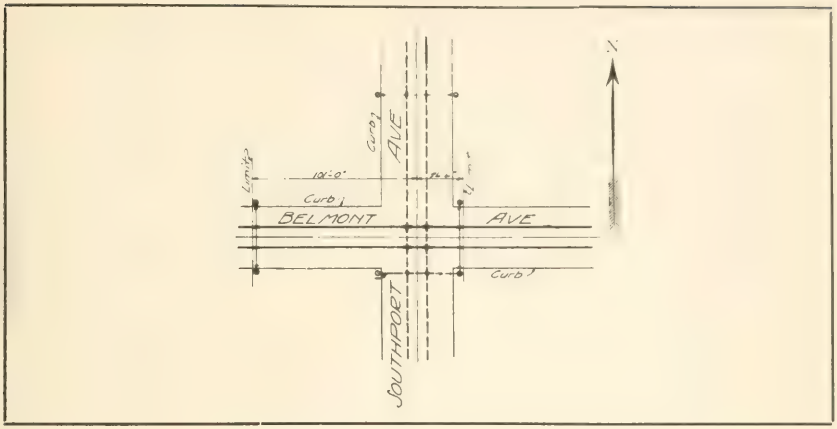
Overhead Special Work on Belmont Ave. and Clark St.

LAYOUT NO. 32.



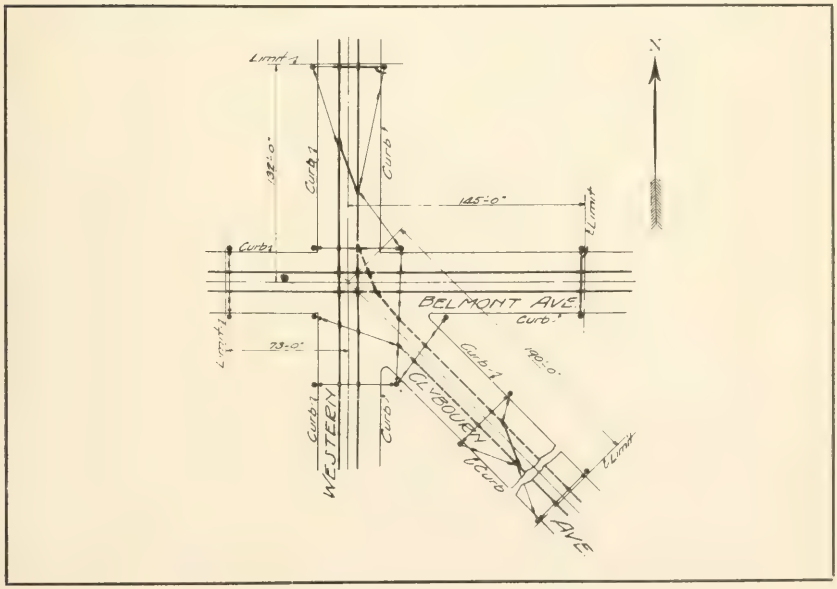
Overhead Special Work at Belmont Ave. and Sheffield Ave.

LAYOUT No. 33.



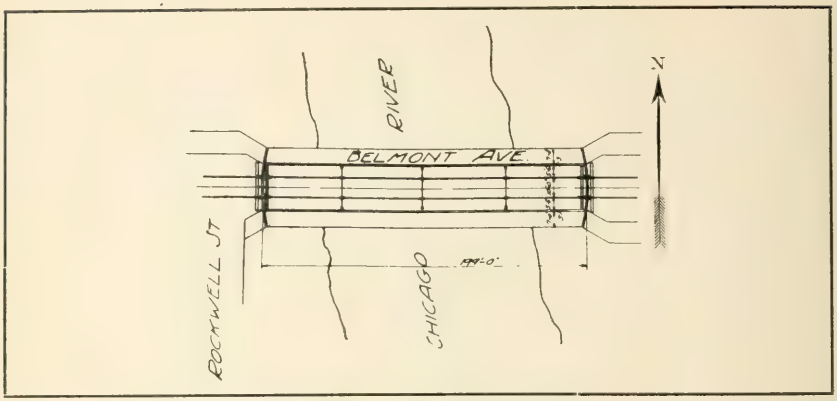
Overhead Special Work at Belmont Ave. and Southport Ave.

LAYOUT No. 34.

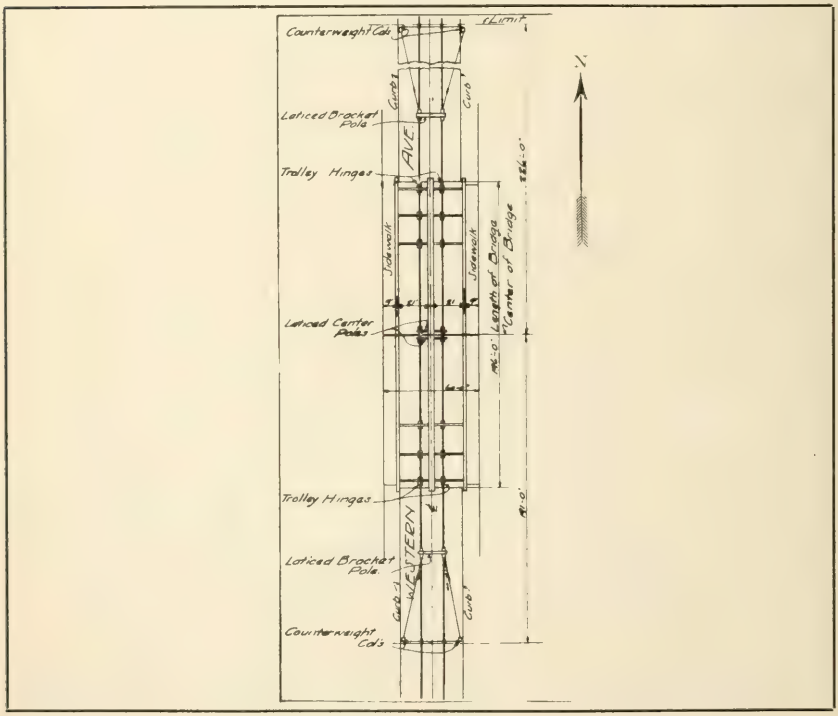


Overhead Special Work at Belmont Ave. and Western Ave.

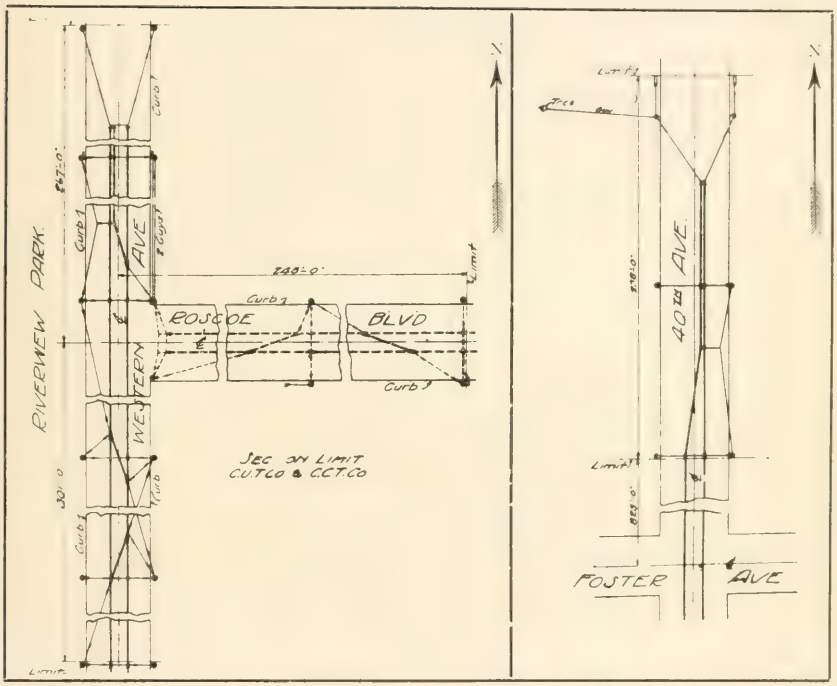
LAYOUT No. 35.

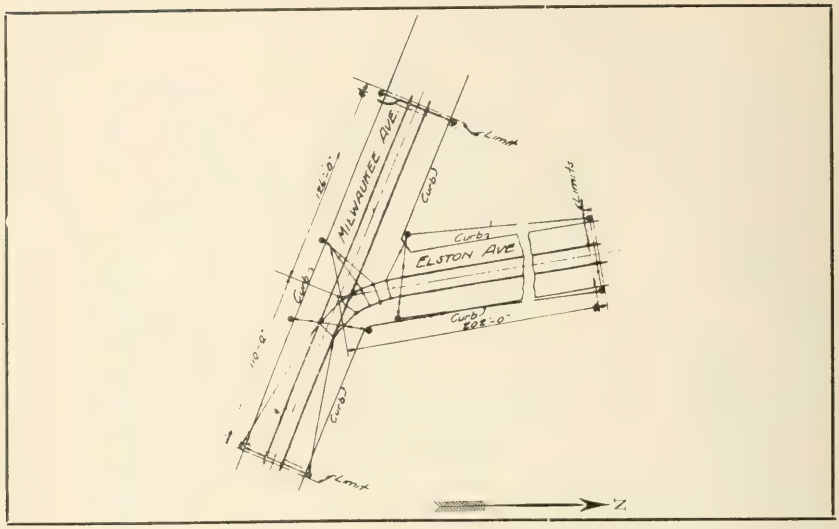


Overhead Special Work at Belmont
Ave. and Chicago River.
LAYOUT No. 36.

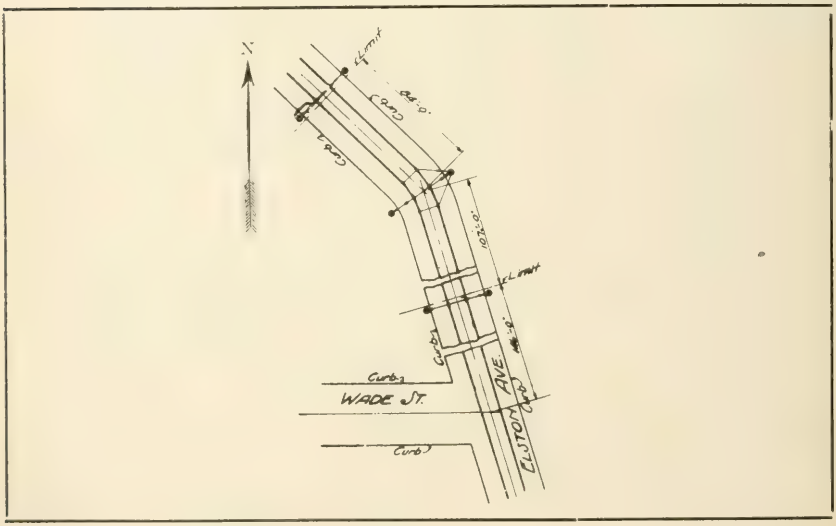


Overhead Special Work at Western
Ave. and Chicago River.
LAYOUT No. 37.

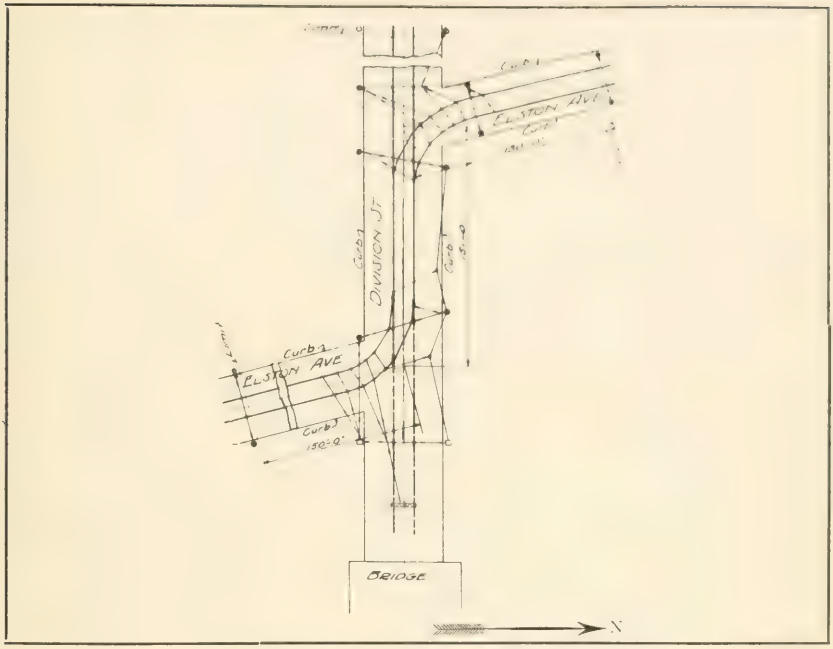

RIVERVIEW PARK
WESTERN AVE
Curb
ROSCOE
BLVD
Curb
Curb
Curb
Curb
Limit
Limit
Limit



Overhead Special Work at Elston Ave. and Milwaukee Ave.
LAYOUT No. 40.

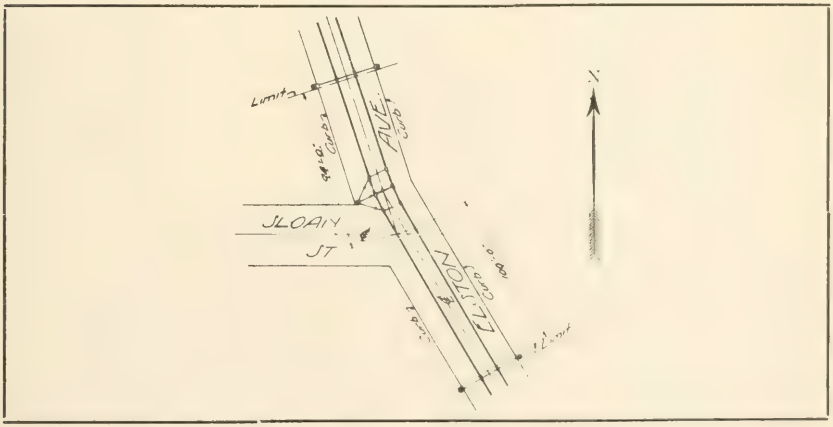


Overhead Special Work at Elston Ave. and Wade St.
LAYOUT No. 41.



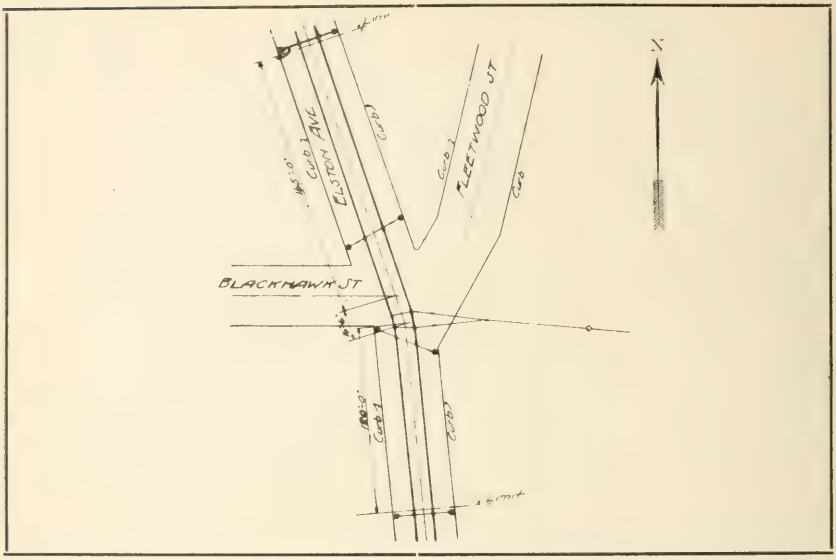
Overhead Special Work at Elston Ave. and Division St.

LAYOUT No. 42.



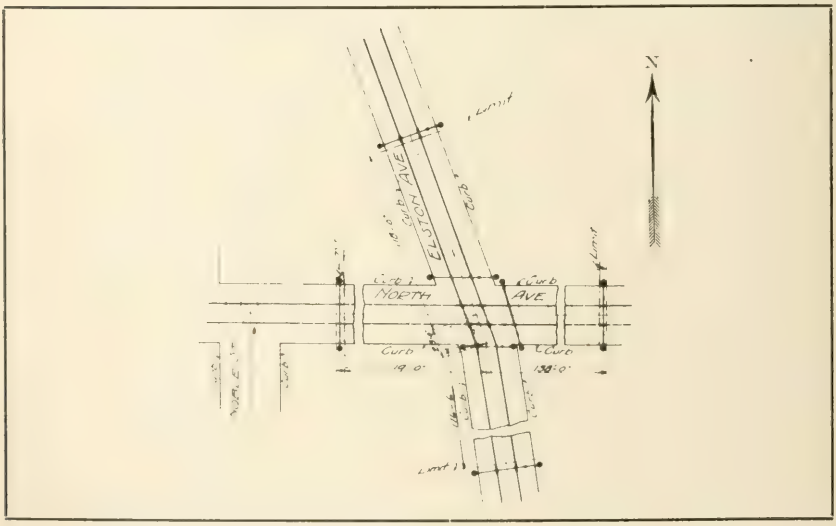
Overhead Special Work at Elston Ave. and Sloan St.

LAYOUT No. 43.



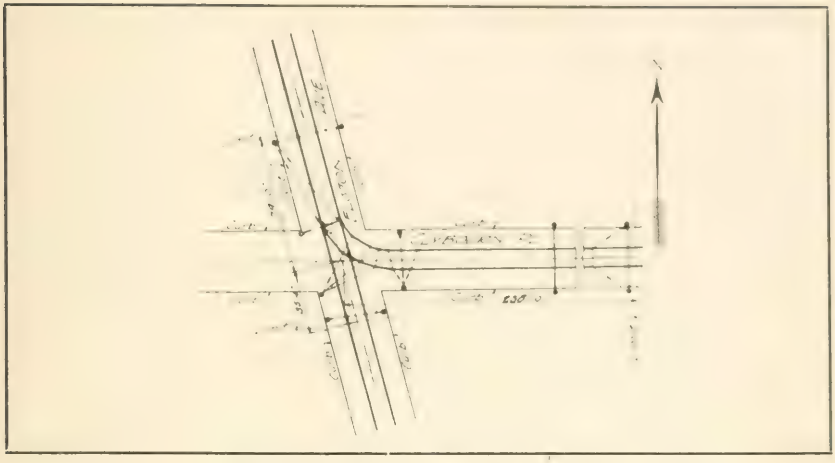
Overhead Special Work at Elston Ave. and Blackhawk St.

LAYOUT No. 44.



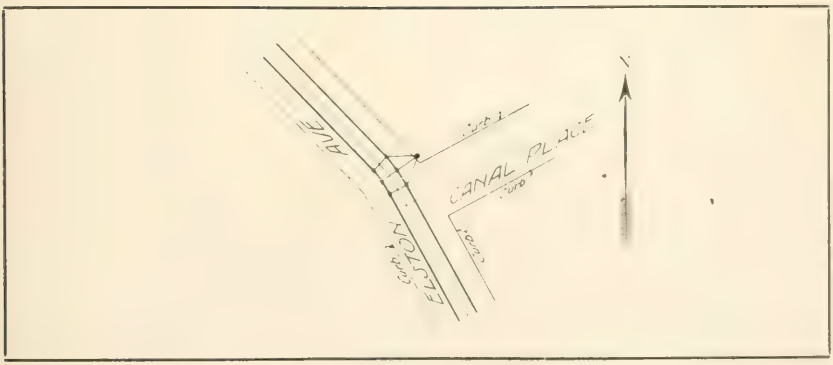
Overhead Special Work at Elston Ave. and North Ave.

LAYOUT No. 45.



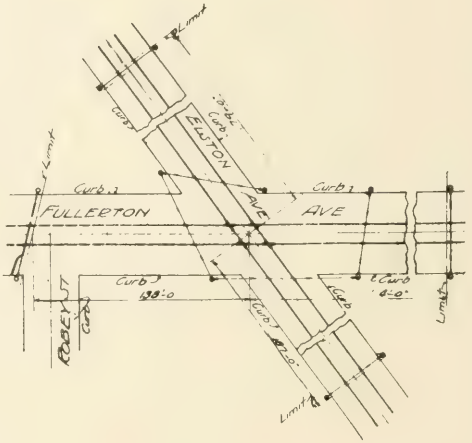
Overhead Special Work at Elston Ave. and Clybourn Place.

LAYOUT No. 46.



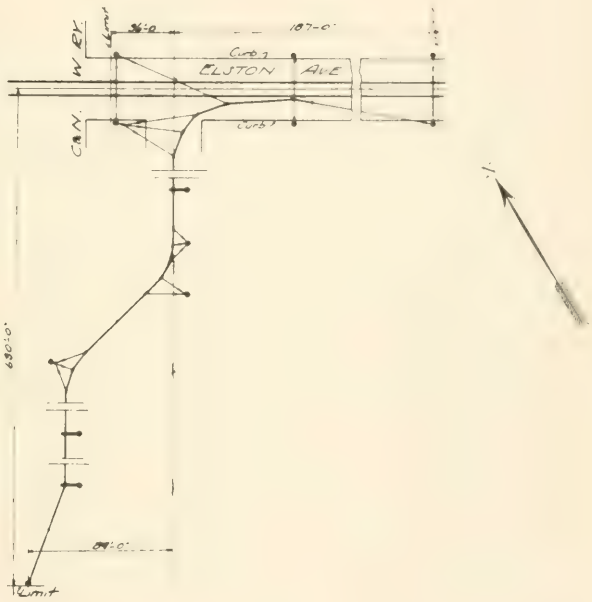
Overhead Special Work at Elston Ave. and Canal Place.

LAYOUT No. 47.

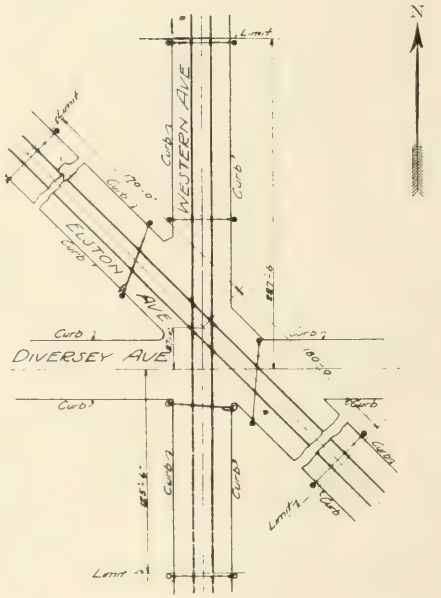


Overhead Special Work at Elston Ave. and Fullerton Ave.

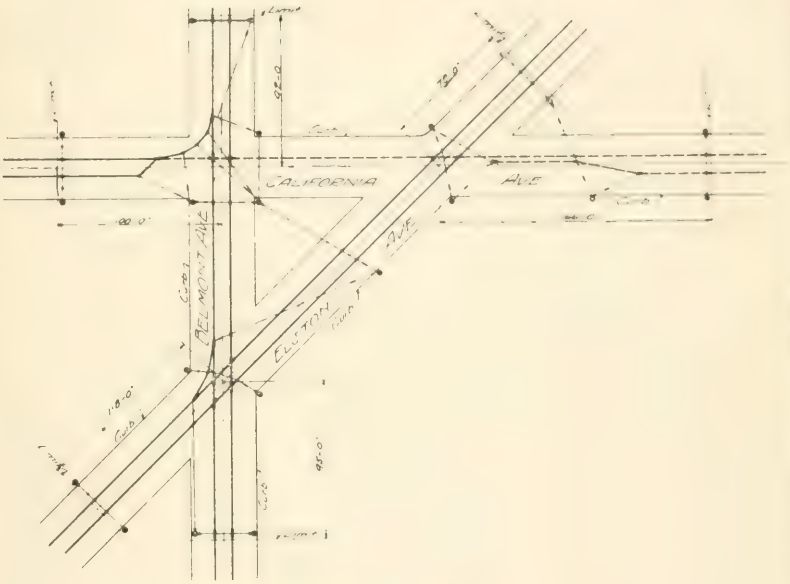
LAYOUT No. 48.



Overhead Special Work at Elston
Ave. and C. & N. W. R. R.
Spur Switch.
LAYOUT No. 49.

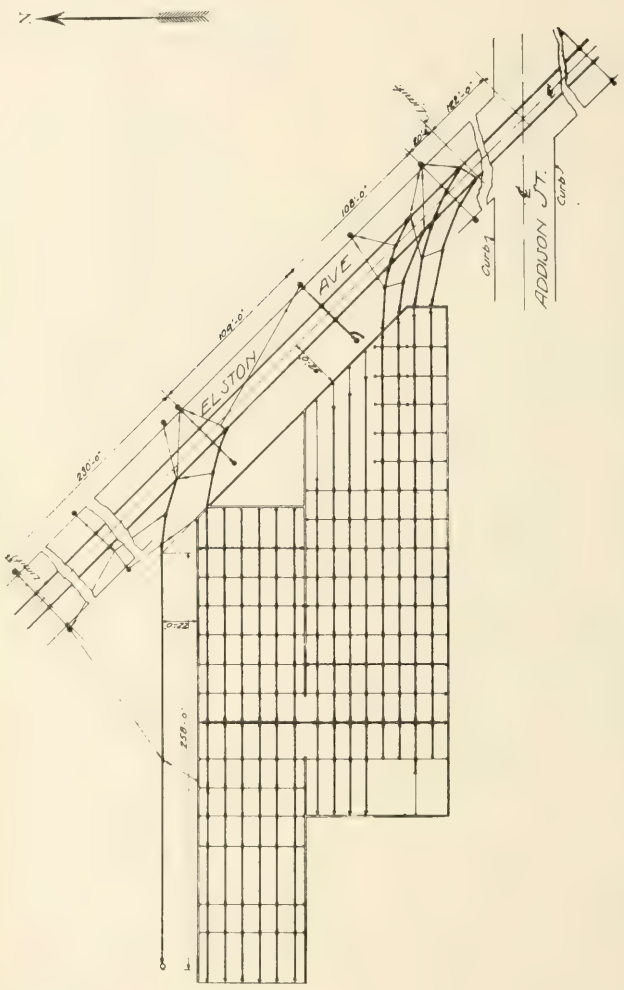


Overhead Special Work at Elston Ave. and Western Ave.
LAYOUT No. 50.

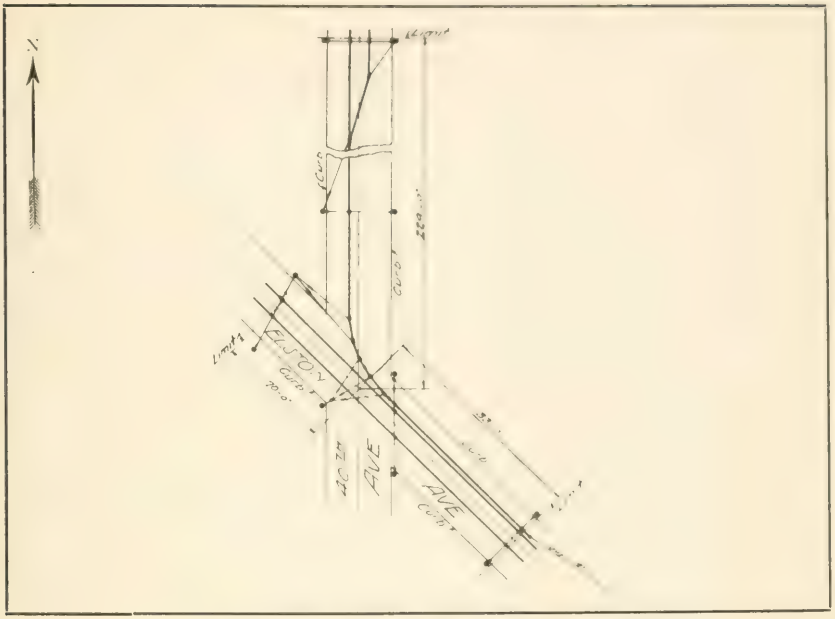


Overhead Special Work—Elston Ave. at California and Belmont Aves.

LAYOUT No. 51.

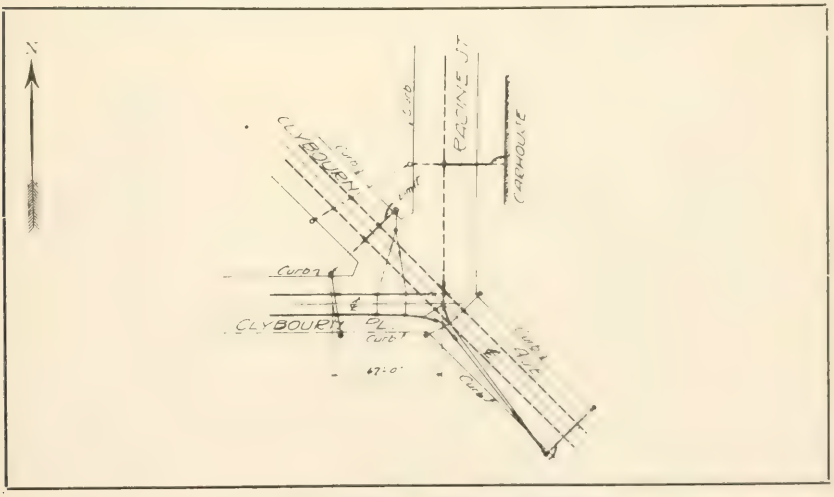


Overhead Special Work at Elston Ave. Car House.
LAYOUT No. 52.



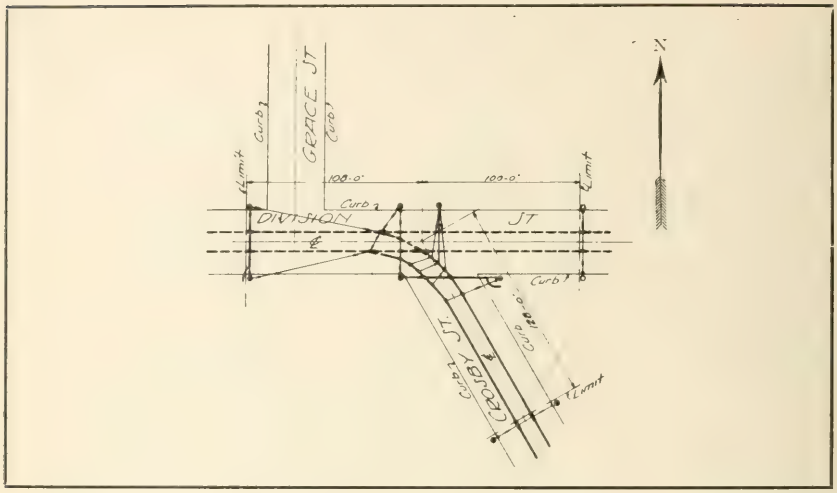
Overhead Special Work at Elston Ave. and 40th Ave.

LAYOUT No. 53.

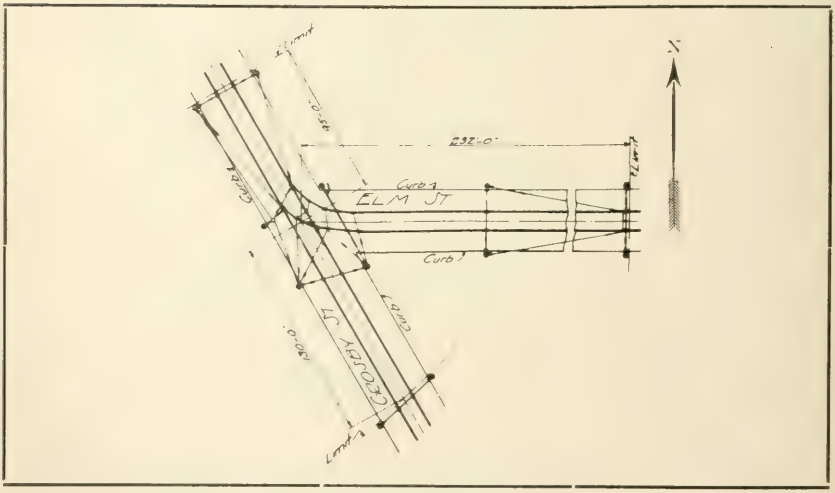


Overhead Special Work at Clybourn Pl. and Clybourn Ave.

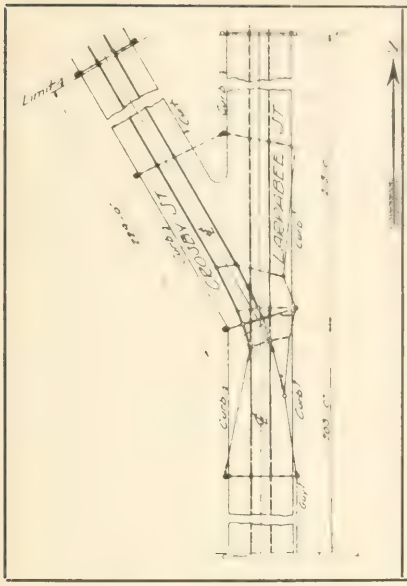
LAYOUT No. 54.



Overhead Special Work at Crosby St.
and Division St.
LAYOUT No. 55.

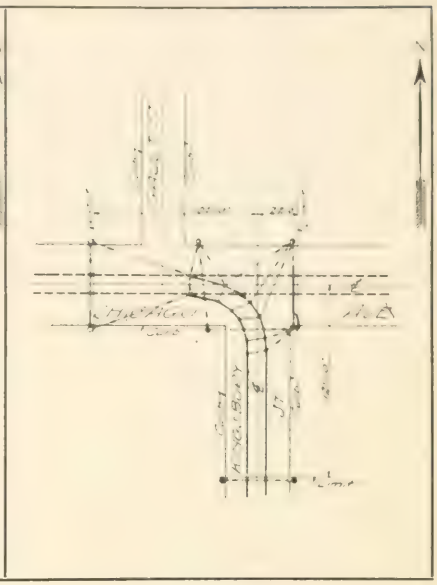


Overhead Special Work at Crosby St.
and Elm St.
LAYOUT No. 56.



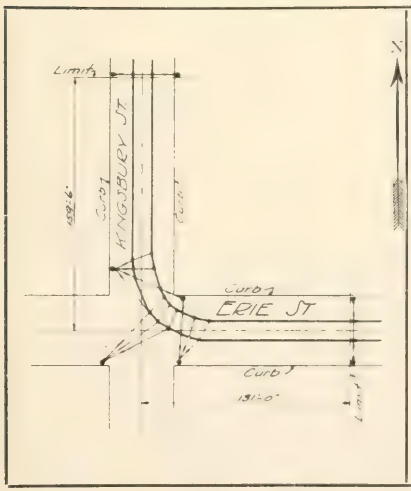
Overhead Special Work at Crosby St. and Larrabee St.

LAYOUT No. 57.



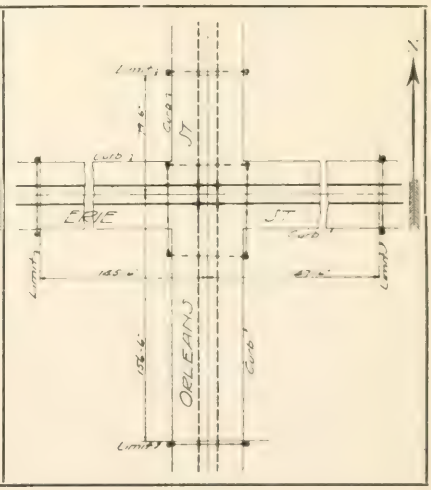
Overhead Special Work at Kingsbury St. and Chicago Ave.

LAYOUT No. 58.



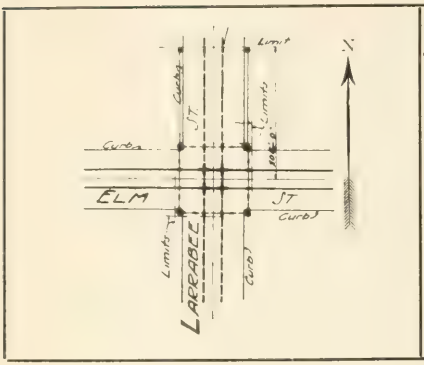
Overhead Special Work at Kingsbury St. and Erie St.

LAYOUT No. 59.

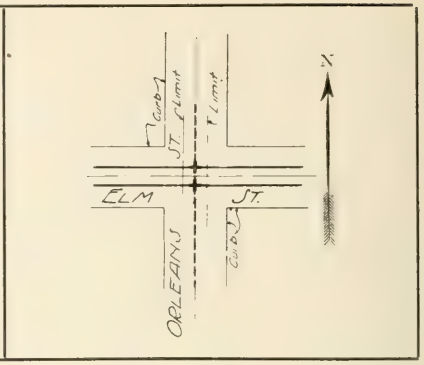


Overhead Special Work at Erie St. and Orleans St.

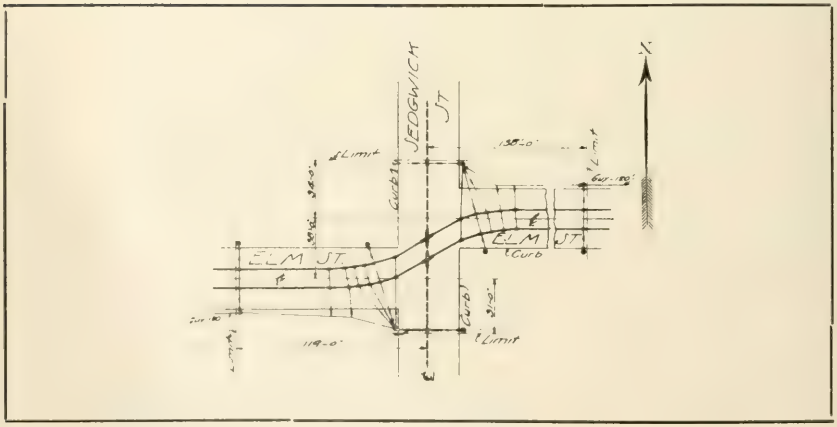
LAYOUT No. 60.



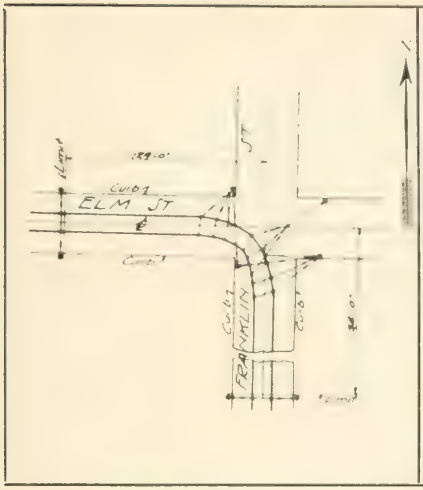
Overhead Special Work at Elm St. and Larrabee St.
LAYOUT No. 61.



Overhead Special Work at Elm St. and Orleans St.
LAYOUT No. 62.

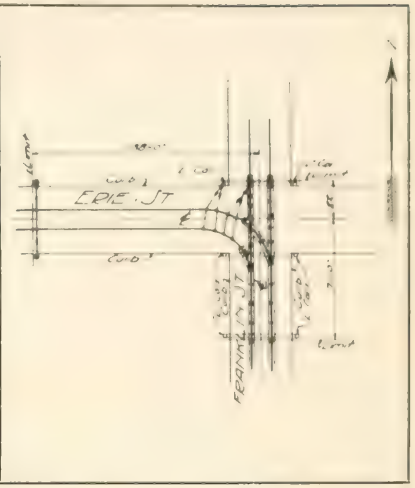


Overhead Special Work at Elm St. and Sedgwick St.
LAYOUT No. 63.



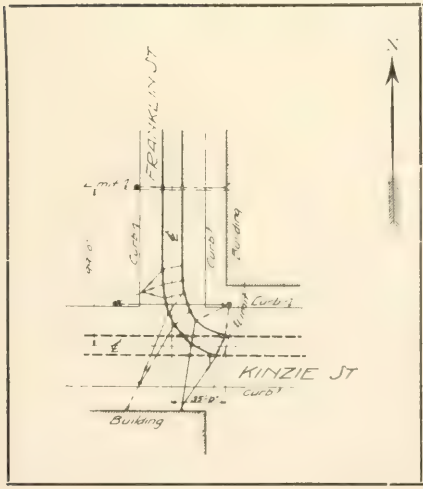
Overhead Special Work at Elm St. and Franklin St.

LAYOUT No. 64.



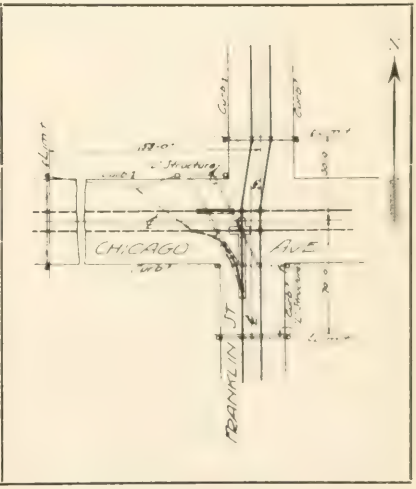
Overhead Special Work at Franklin St. and Erie St.

LAYOUT No. 65.



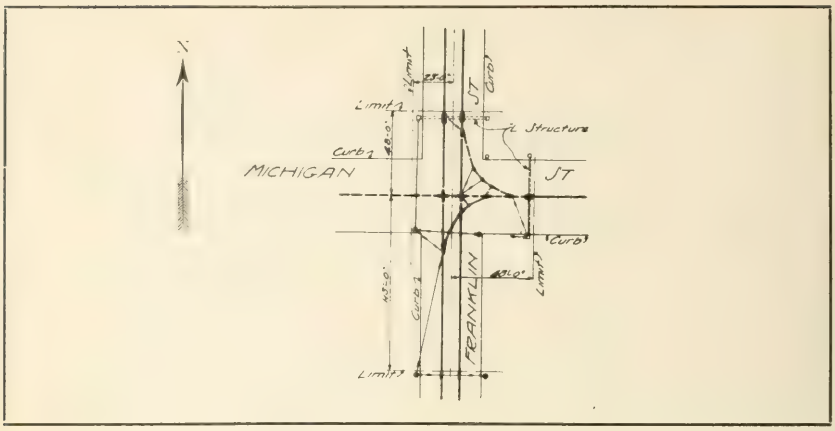
Overhead Special Work at Franklin St. and Kinzie St.

LAYOUT No. 66.

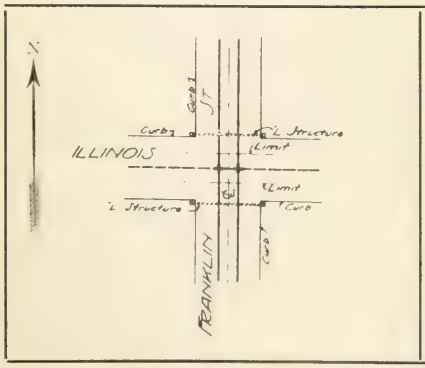


Overhead Special Work at Franklin St. and Chicago Ave.

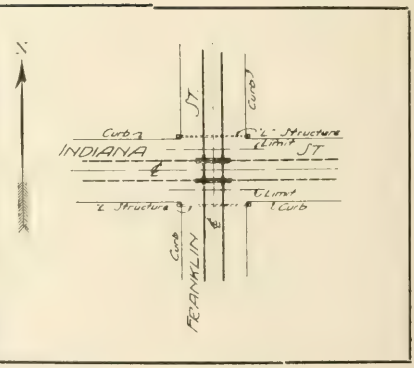
LAYOUT No. 67.



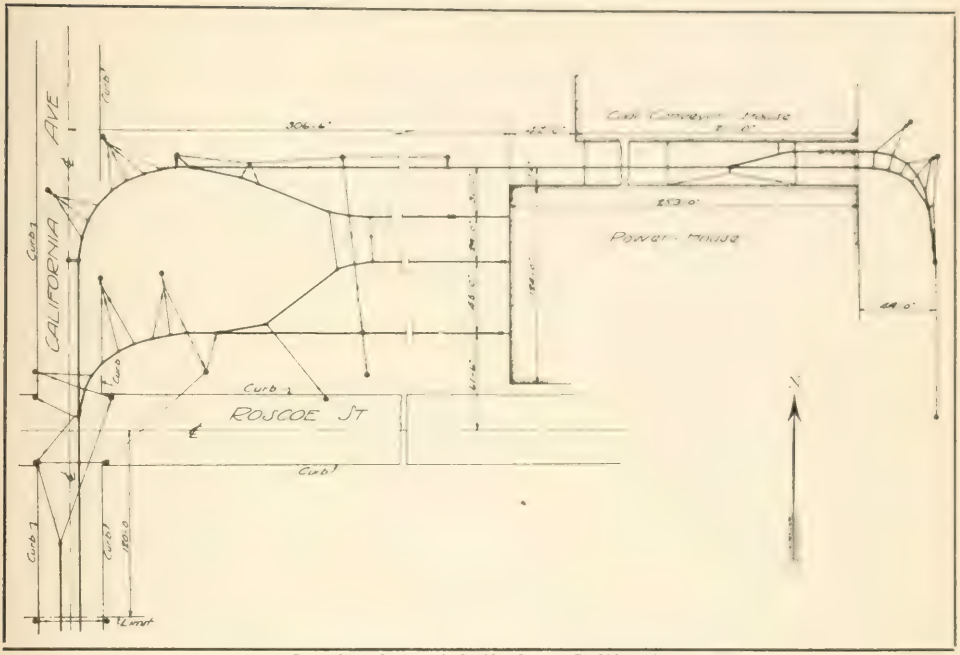
Overhead Special Work at Franklin St. and Michigan St.
LAYOUT No. 68.



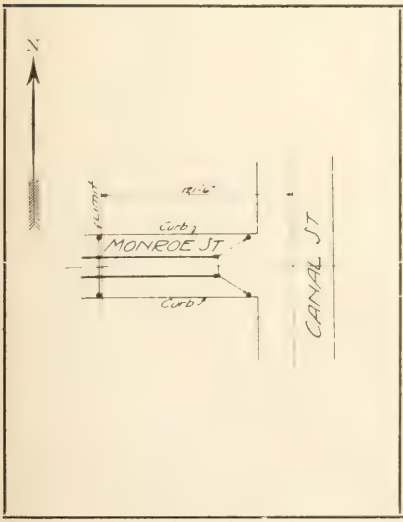
Overhead Special Work at Franklin St. and Illinois St.
LAYOUT No. 69.



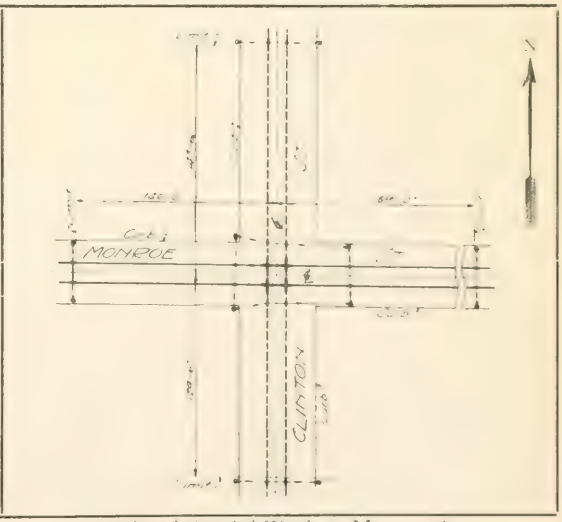
Overhead Special Work at Franklin St. and Indiana St.
LAYOUT No. 70.



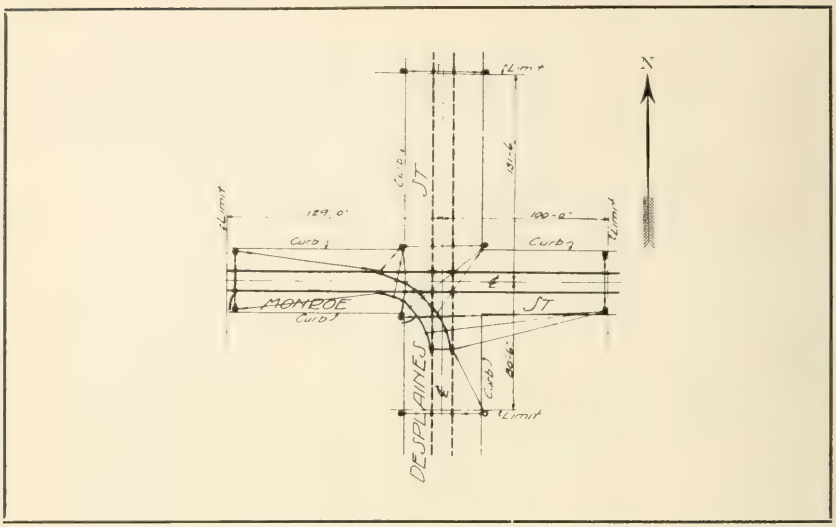
Overhead Special Work at California
Ave. Power House.
LAYOUT No. 71.



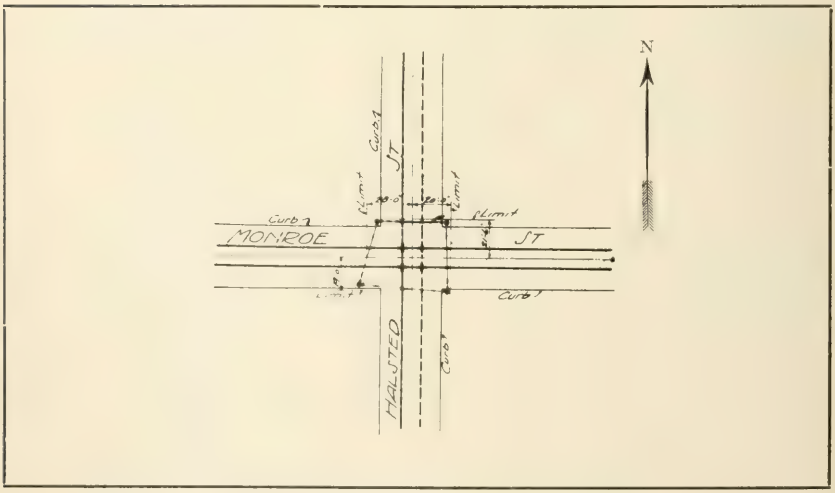
Overhead Special Work at Monroe St.
and Canal St.
LAYOUT No. 72.



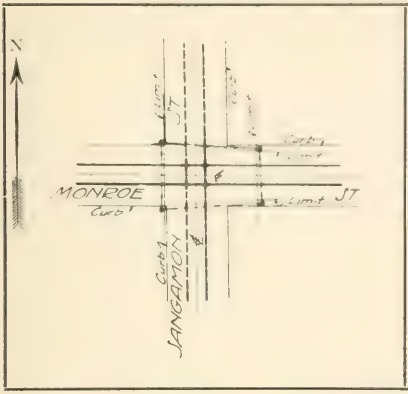
Overhead Special Work at Monroe St.
and Clinton St.
LAYOUT No. 73.



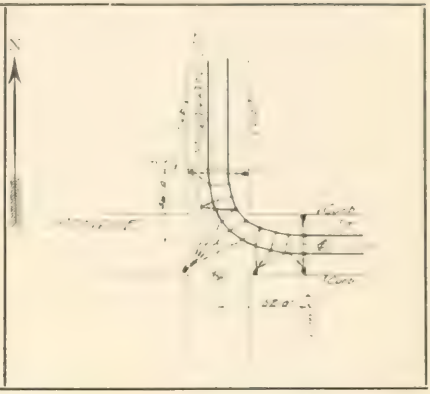
Overhead Special Work at Monroe St.
and Desplaines St.
LAYOUT No. 74.



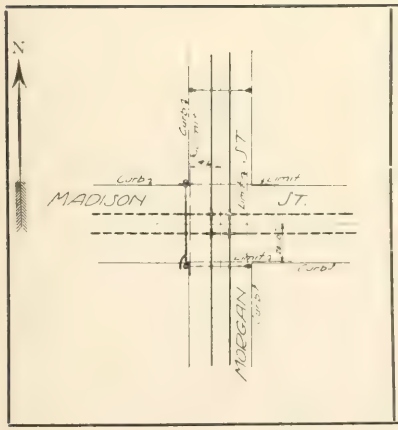
Overhead Special Work at Monroe St.
and Halsted St.
LAYOUT No. 75.



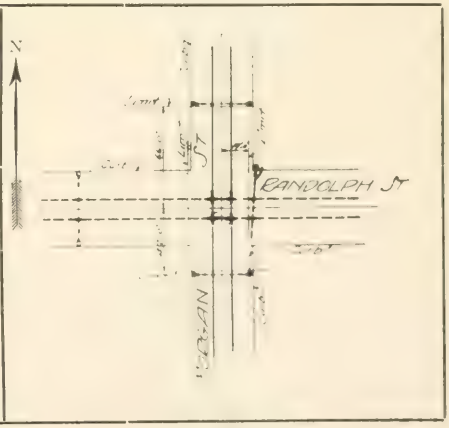
Overhead Special Work at Monroe St. and Sangamon St.
LAYOUT No. 76.



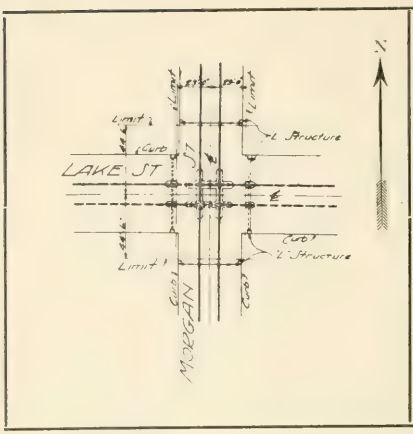
Overhead Special Work at Monroe St. and Morgan St.
LAYOUT No. 77.



Overhead Special Work at Morgan St. and Madison St.
LAYOUT No. 78.

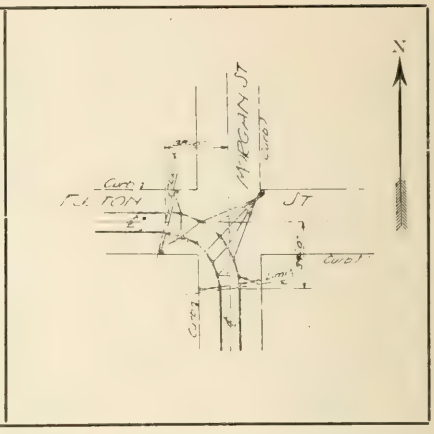


Overhead Special Work at Morgan St. and Randolph St.
LAYOUT No. 79.



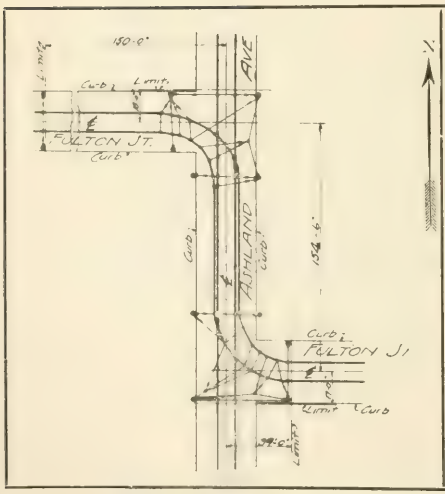
Overhead Special Work at Morgan St. and Lake St.

LAYOUT No. 80.



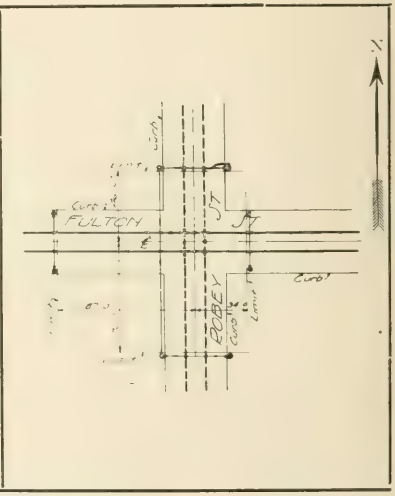
Overhead Special Work at Morgan St. and Fulton St.

LAYOUT No. 81.



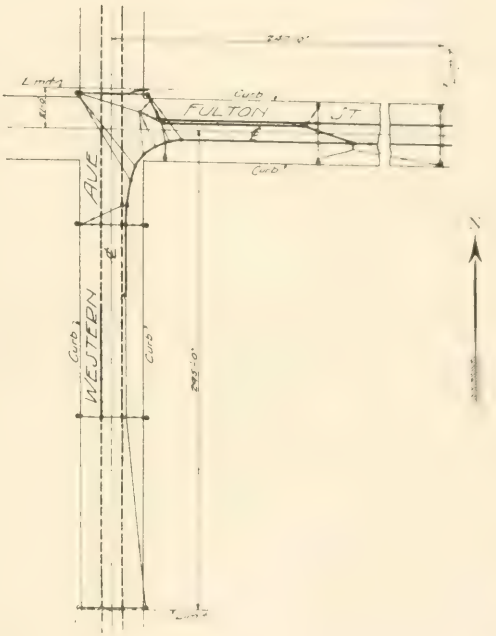
Overhead Special Work at Fulton St. and Ashland Ave.

LAYOUT No. 82.



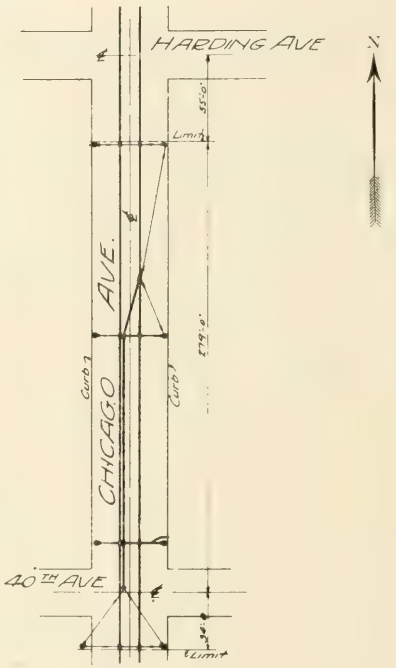
Overhead Special Work at Fulton St. and Robey St.

LAYOUT No. 83.

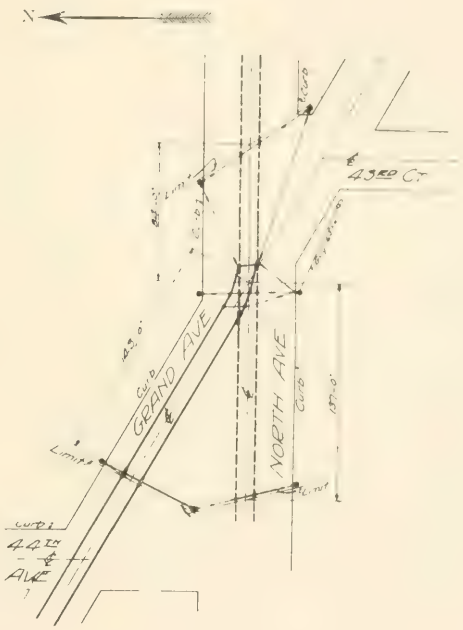


Overhead Special Work at Fulton St.
and Western Ave.

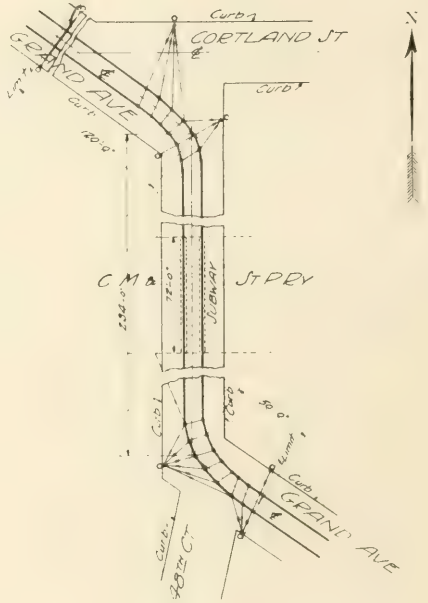
LAYOUT No. 84.



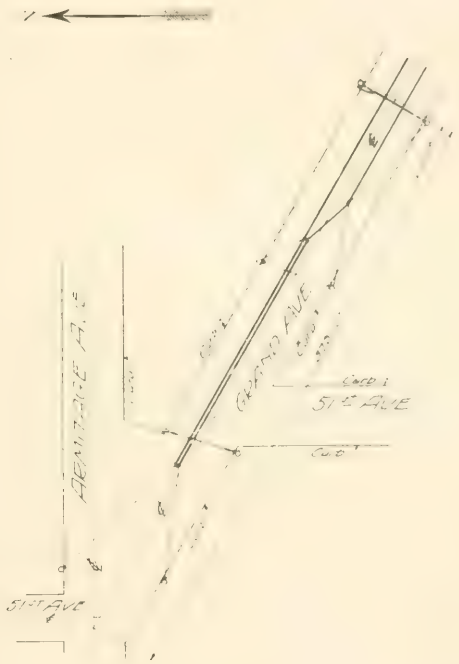
Overhead Special Work at Chicago Ave. and 40th Ave.
LAYOUT No. 86.



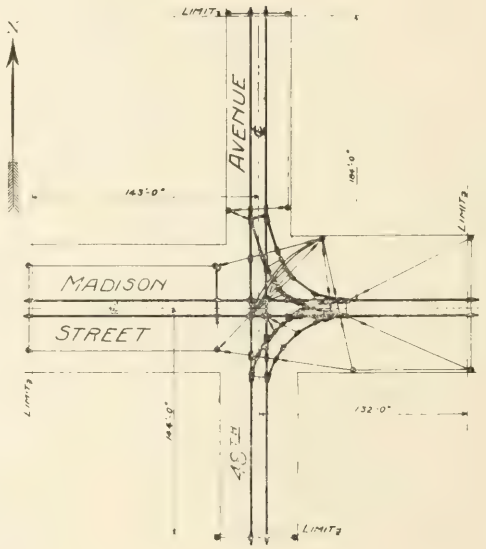
Overhead Special Work at Grand Ave.
and North Ave.
LAYOUT No. 87.



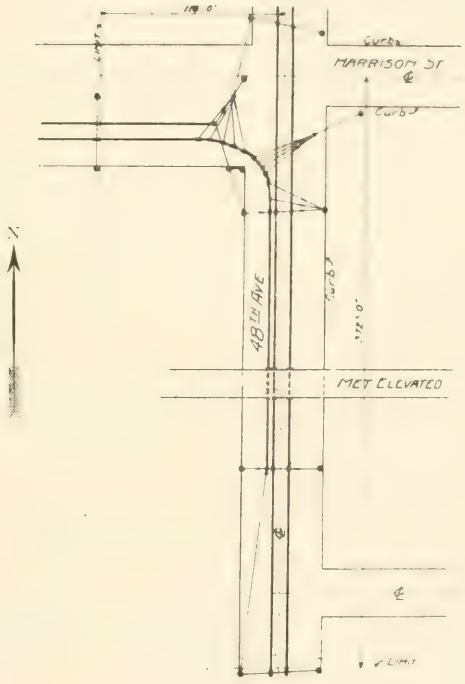
Overhead Special Work at Grand Ave.
and 48th Ct.
LAYOUT No. 88.



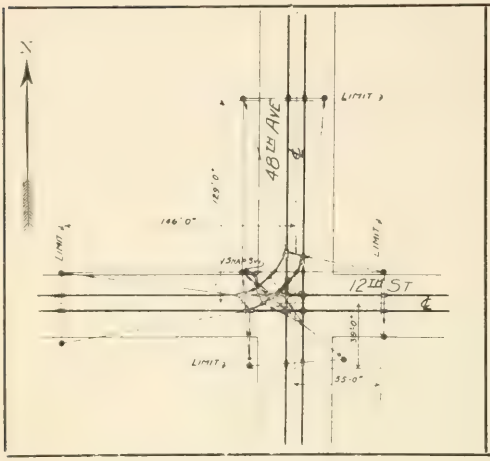
Overhead Special Work at Grand Ave.
and Armitage Ave.
LAYOUT No. 89.



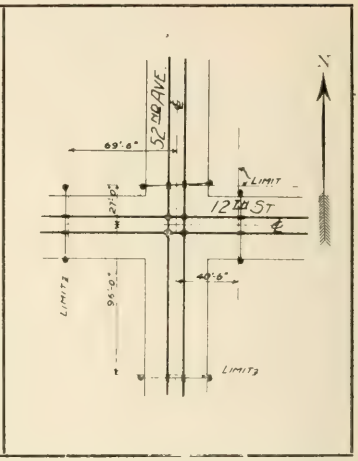
Overhead Special Work at Madison St. and 48th Ave.
LAYOUT No. 90.



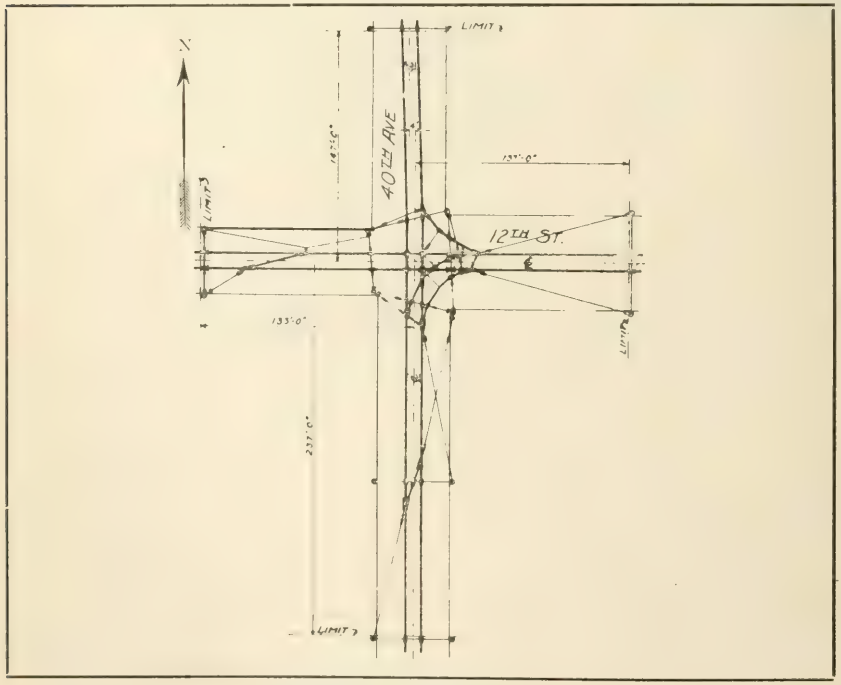
Overhead Special Work at 48th Ave.
and Harrison St.
LAYOUT No. 91.



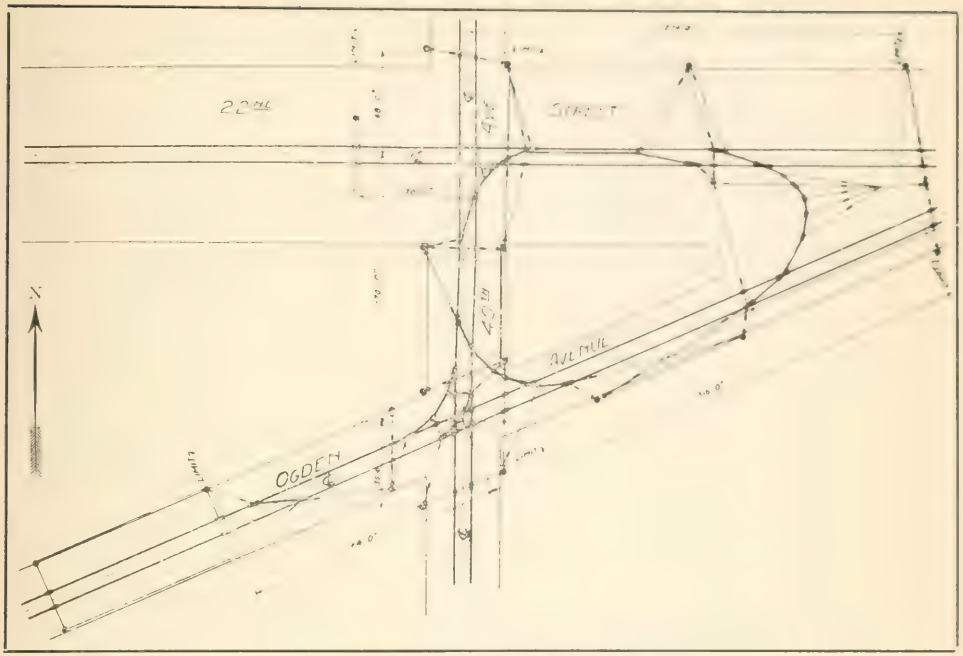
Overhead Special Work at 12th St. and 48th Ave.
LAYOUT No. 92.



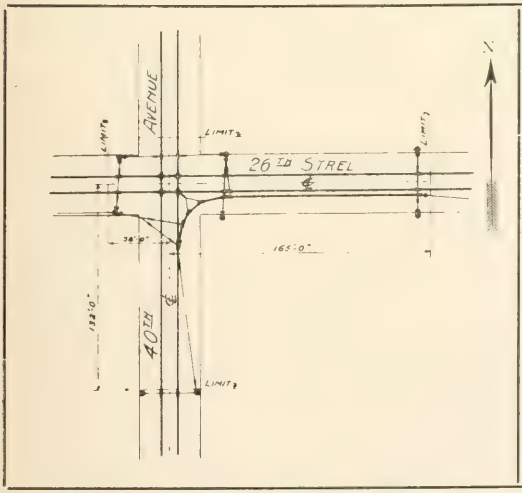
Overhead Special Work at 12th St. and 52nd Ave.
LAYOUT No. 93.



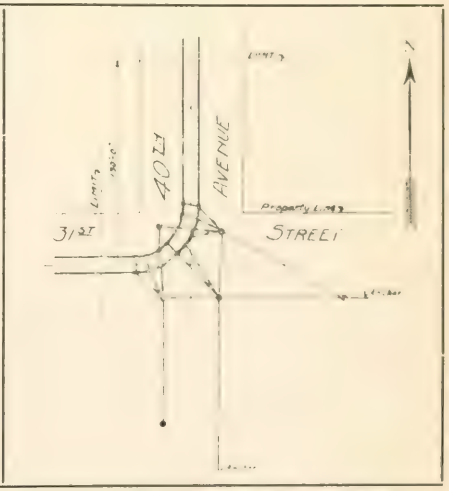
Overhead Special Work at 40th Ave. and 12th St.
LAYOUT No. 94.



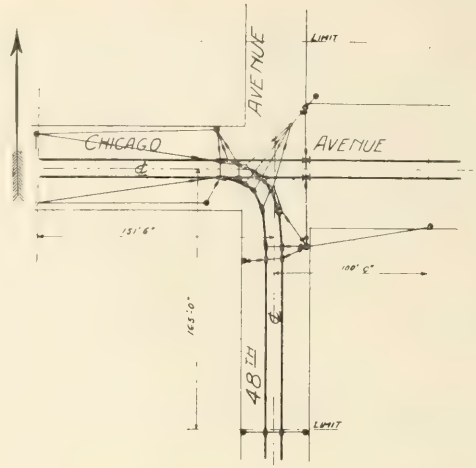
Overhead Special Work at 40th Ave.
at 22nd St. and Ogden Ave.
LAYOUT No. 95.



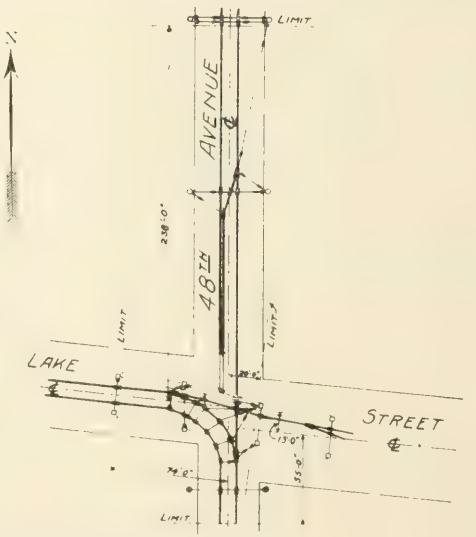
Overhead Special Work at 40th Ave.
and 26th St.
LAYOUT No. 96.



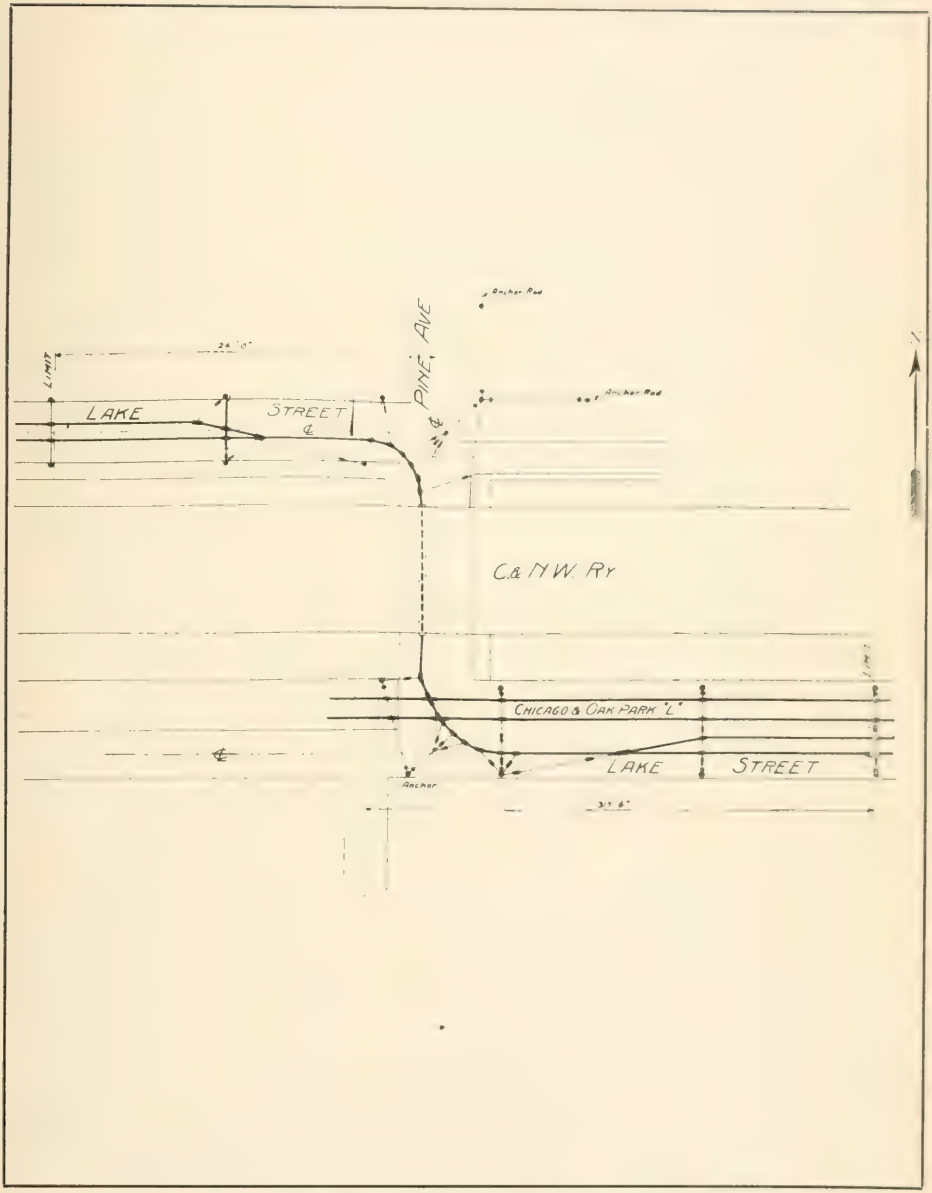
Overhead Special Work at 40th Ave.
and 31st St.
LAYOUT No. 97.



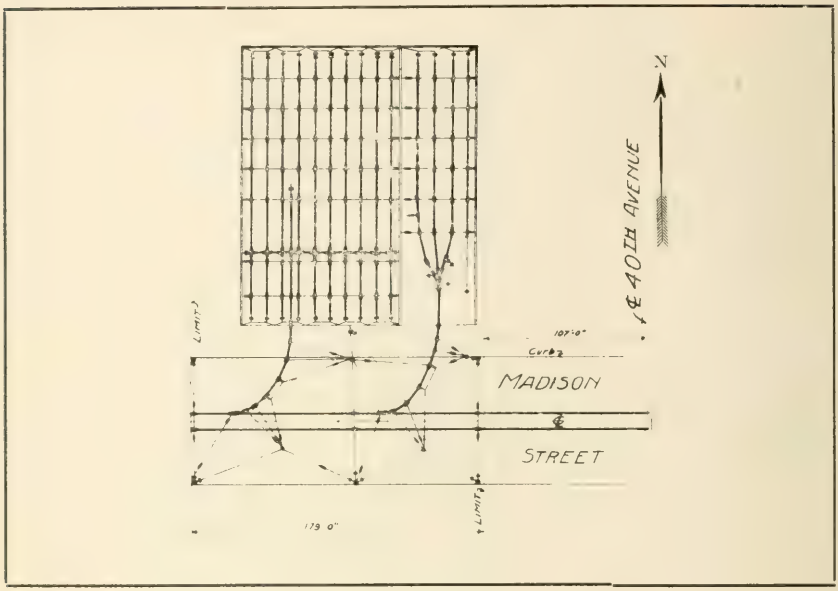
Overhead Special Work at 48th Ave.
and Chicago Ave.
LAYOUT No. 98.



Overhead Special Work at 48th Ave.
and Lake St.
LAYOUT No. 99.

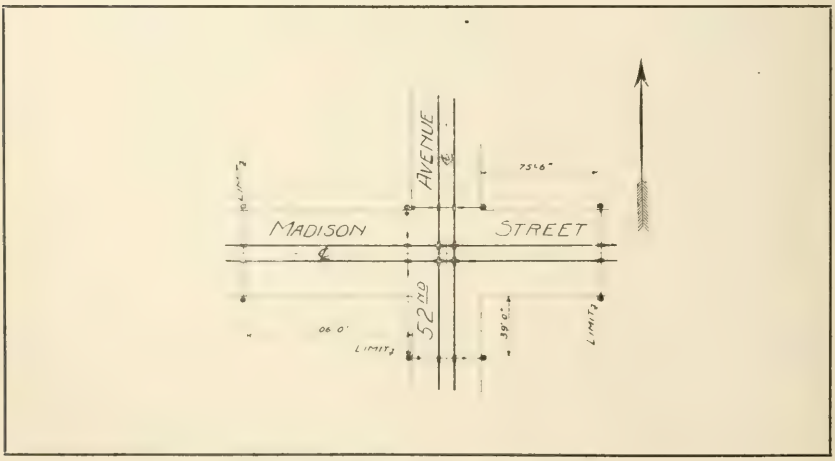


Overhead Special Work at Lake St.
and Pine Ave.
LAYOUT No. 100.



Overhead Special Work at Madison St. Car House.

LAYOUT No. 101.



Overhead Special Work at Madison St. and 52nd Ave.

LAYOUT No. 102.

DEDUCTION FROM VALUATION FOR OUTSIDE INTERESTS ON POLES, SPANS AND SPECIAL WORK AS SHOWN.

OUTSIDE INTEREST OF CHICAGO RAILWAYS CO.

Location	Material	Quantity	Kind	Size	Cost New	Scrap Value	Present Value
Special Layout No. 6, Montrose Ave. at Clark St	Entire layout				$ 41.12	$ 5.00	$ 32.09
Special Layout No. 12, Lawrence Ave. at Clark St	Insulated crossings	4			34.40	5.00	28.52
	Spans	2	Type A		12.30	.40	9.92
Special Layout No. 31, Belmont Ave. at Halsted St	Poles	3	Iron	6 7 8 30	105.75	9.30	69.58
	Trolley frogs	2			6.80	1.20	5.10
	Solid cross-over	1			3.40	.50	2.50
	Span	1	Type A	9	6.47	.20	4.59
	Labor on equipment				5.00		3.50
Special Layout No. 32, Belmont Ave. at Clark St	Poles	4	Iron	6 7 8 30	141.00	12.40	92.78
	Span	2	Type A		12.30	.40	8.73
	Crossovers	4	Adjustable		18.00	3.00	13.50
	Labor on equipment				5.00		3.50
Special Layout No. 33, Belmont Ave. at Sheffield Ave	Poles	4	Iron	6 7 8 30	141.00	12.40	92.78
	Span	1	Type A		6.15	.20	4.57
	Span	1	Type C		9.51	2.49	7.40
Special Layout No. 34, Belmont Ave. at Southport Ave	Poles	3	Iron	5 6 7 30	93.00	7.50	60.94
	Span	1	Type A		6.15	.20	4.57
	Span	1	Type C		9.51	2.49	7.40
Special Layout No. 35, Belmont Ave. at Western Ave	Poles	5	Iron	5 6 7 30	155.00	12.50	122.25
	Crossovers	2	Solid		6.80	1.00	5.05
	Trolley frogs	3			10.20	1.80	7.68
	Spans	3	Type A-9		19.41	.60	10.00
	Labor on equipment				10.00		7.00
Chicago Railways Co. interest carried forward					$ 858.27	$ 78.58	$ 593.95

OUTSIDE INTEREST Continued.

Location	Material	Quantity	Kind	Size	Cost New	Scrap Value	Present Value
Chicago Railways Co. interest brought forward					$ 858.27	$ 78.58	$ 593.95
Special Layout No. 40, Elston Ave. at Milwaukee Ave.	Poles	4	Iron	6-7-8-35	156.00	14.40	102.90
	Poles	3	Iron	5-6-7-8-40	121.71	11.85	118.96
	Equipment and labor				83.10	6.00	56.10
Special Layout No. 42, Elston Ave. at Division St.	Poles	4	Iron	6-7-8-30	137.68	12.40	134.54
	Spans	4	Type A-9		25.88	.80	17.11
	Crossovers	2	Solid		6.80	1.00	3.77
	Trolley frogs	4			13.60	2.40	8.00
	Wire	250′	Standard	5 16″	2.00		1.30
	Labor on equipment				20.00		13.00
Special Layout No. 45, Elston Ave. at North Ave.	Poles	6	Iron	5-6-7-30	181.02	15.00	118.76
	Spans	3	Type A-1		18.93	.60	13.20
	Crossings	4	Insulated		39.40	5.00	27.35
Special Layout No. 48, Elston Ave. at Fullerton	Poles	1	Iron	4-5-6-35	23.87	2.30	15.78
	Spans	2	Type A		12.30	.40	8.14
	Crossings	4	Insulated		39.40	5.00	27.35
Special Layout No. 51, Elston Ave. at California & Belmont	Poles	4	Iron	5-6-7-30	120.68	10.00	109.62
	Spans	2	Type A-9		12.94	.40	8.55
Special Layout No. 54, Clybourn Place at Clybourn Ave.	Poles	5	Iron	5-6-7-30	127.75	12.50	83.92
	Spans	2	Type A		12.30	.40	6.35
	Spans	2	Type C		19.02	4.98	12.00
	Wood strains	3		$9\frac{1}{2}$ x $1\frac{1}{4}$″	.45		.23
	Trolley frog	1			3.40	.60	2.28
	Crossover	1	Adjustable		3.40	.75	2.34
	Wire	211′	Strd	1 4″	1.37		.82
	Labor on equipment				10.00		6.00
Chicago Railways Co. interest—carried forward					$ 2,051.27	$ 185.36	$ 1,492.32

OUTSIDE INTEREST—Continued.

Location	Material	Quantity	Kind	Size	Cost New	Scrap Value	Present Value
Chicago Railways Co. interest brought forward					$ 2,051 27	$ 185 36	$ 1,492 32
Special Layout No. 55, Crosby St. at Division	Poles	1	Iron	6 7 8 30	29 80	3 10	20 45
	Poles	3	Iron	5 6 7 30	76 65	7 50	52 45
	Equipment				50 40	7 28	28 84
	Labor				25 00		12 50
Special Layout No. 57, Crosby St. at Larrabee St	Poles	5	Iron	5 6 7 30	127 75	12 50	87 42
	Spans	3	Type A-9		19 41	60	10 00
	Trolley frogs	3			10 20	1 80	6 00
	Crossovers	1	Solid		3 40	50	1 95
	Wire	300′	Strd	5 16″	2 40		1 20
	Labor on equipment				15 00		7 50
Special Layout No. 58, Kingsbury St. at Chicago	Poles	2	Iron	5 6 7 30	60 34	5 00	40 97
	Span	1	Type A-9		6 47	20	3 34
	Span	1	Type C		9 51	2 49	6 00
	Crossover	1	Solid		3 40	50	1 95
	Labor on equipment				10 00		5 00
Special Layout No. 60, Erie St. at Orleans St	Span	2	Type A-9		12 94	40	6 67
Special Layout No. 61, Elm St. at Larrabee	Poles	2	Iron	5 6 7 30	51 10	5 00	34 97
	Spans	2	Type A-9		12 94	40	6 67
Special Layout No. 63, Elm St. at Sedgwick St	Poles	2	Iron	5 6 7 30	51 10	5 00	34 96
	Spans	2	Type K		9 80	20	4 80
Special Layout No. 66, Franklin St. at Kinzie	Crossover	1	Solid		3 40	50	2 45
Chicago Railways Co. interest carried forward					$ 2,642 28	$ 238 33	$ 1,868 41

OUTSIDE INTEREST—Continued.

Location	Material	Quantity	Kind	Size	Cost New	Scrap Value	Present Value
Chicago Railways Co. Interest—Brought Forward					$ 2,642.28	$ 238.33	$ 1,868.41
Special Layout No. 67, Franklin St. at Chicago Ave	Crossovers	4	Solid		13.60	2.00	7.80
	Trolley frogs	2			6.80	1.20	4.50
	Hangers	12	Barn		4.80		2.40
	Ears	12	Clinch	12″	3.00	1.20	2.10
	Trolley trough	140′	Wood		56.00		28.00
	Wire	200′	Strd	5 16″	1.60		.80
	Labor on equipment				20.00		10.00
Special Layout No. 68, Franklin St. at Michigan St	Crossovers	2	Solid		6.80	1.00	3.90
	Trolley frogs	2			6.80	1.20	4.00
	Strains	3	Wood	$1\frac{1}{4}'' \times 9\frac{1}{2}''$	.45		.23
	Brooklyns	1	Med. Mall. Iron		.60		.30
	Wire	30′	Strd	5/16″	.24		.12
	Labor on equipment				10.10		5.05
Special Layout No. 69, Franklin St. at Illinois St	Entire layout				23.06	2.50	12.78
Special Layout No. 70, Franklin St. at Indiana St	Crossovers	4	Solid		13.60	2.00	7.80
	Trolley trough	36′	Wood		14.40		7.20
	Hangers	4	for trough		4.00		2.00
	Labor on Crossovers				3.00		1.50
Special Layout No. 78, Morgan St. and Madison St	Entire layout				41.12	5.00	26.67
Special Layout No. 79, Morgan St. and Randolph St	Entire layout				43.75	5.58	28.48
Chicago Railways Co. Interest—Carried forward					$ 2,916.00	$ 260.01	$ 2,024.04

OUTSIDE INTEREST—Continued.

Location	Material	Quantity	Kind	Size	Cost New	Scrap Value	Present Value
Chicago Railways Co. Interest—Brought Forward					$ 2,916.00	$ 260 01	$ 2,024 04
Special Layout No. 80, Morgan St. and Lake St	Crossings	4	Insulated		39 40	5 00	25 65
	Hangers	6	Barn		2 40		2 05
	Ears	6	Clinch	12″	1 50	60	1 15
	Labor on equipment				5 00		3 00
Special Layout No. 84, Fulton St. at Western Ave	Pole	1	Iron	6-7-8 30′	34 42	3 10	23 46
	Poles	6	Iron	5 6 7 30′	181 09	15 00	122 92
	Spans	4	Type A-9		25 88	80	15 85
Special Layout No. 94, 40th Ave. at 12th St	Poles	2	Iron	5 6 7 30′	51 10	5 00	36 12
	Equipment				79 17	9 60	58 30
	Labor on equipment				30 00		21 00
Special Layout No. 95, 40th Ave. at 22d St. and Ogden Ave	Poles	6	Iron	5 6-7 30′	153 50	15 00	146 39
	Equipment				99 80	10 00	72 86
	Labor on equipment				55 00		38 50
Special Layout No. 96, 40th Ave. at 26th St	Poles	3	Iron	5 6 7 30′	76 65	7 50	54 18
	Equipment				23 37	1 70	17 95
	Labor on equipment				17 50		13 13
Special Layout No. 98, Chicago Ave. at 18th Ave	Equipment				12 22	1 20	9 47
	Labor on equipment				2 50		1 87
Total Chicago Railways Co. Interest					$ 3,806 23	$ 334 51	$ 2,687 89

OUTSIDE INTEREST OF MISCELLANEOUS COMPANIES.

Location	Material	Quantity	Kind	Size	Cost New	Scrap Value	Present Value
Section No. 3 and Special Layout No. 4, Clark St., Devon Ave. to City Limits (Howard Ave.) Chicago & Milwaukee Tel. Co. Interest	Poles	45	Wood	7″ 40′	$ 517.50	$ 45.00	$ 375.75
Section No. 11, Western Ave. from Roscoe St. to Elston Ave., Commonwealth-Edison Co. Interest (1 2)	Poles	1	Wood	7″ 40′	5.75	.50	1.81
Chicago Tel. Co. and Commonwealth-Edison Co. Interest	Poles	2	Wood	7″ 40′	23.00	2.00	4.45
Section No. 12, North Ave., from Elston Ave. to Bohemian Cemetery, Chicago Tel. Co. and Commonwealth-Edison Co. Interests (1 2)	Poles	46 2 6	Wood Wood Wood	8″ 40′ 8″ 35′ 7″ 40′	310.50	27.00	126.22
Section No. 13, Elston Ave., from Milwaukee Ave. to Montrose Ave., Chicago Tel. Co. Interest	Poles	160	Wood	7″ 50′	2,720.00	160.00	2,080.00
Chicago Tel. Co. and Commonwealth-Edison Co. Interest	Poles	10	Wood	7″-50′	170.00	10.00	130.00
Commonwealth-Edison Co. Interest (1 2)	Poles	68	Wood	7″-40′	391.00	34.00	301.75
Total Miscellaneous Interest					$ 4,137.75	$ 278.50	$ 3,019.98

OUTSIDE INTEREST OF CHICAGO & OAK PARK RAILWAY.

Location	Material	Quantity	Kind	Size	Cost New	Scrap Value	Present Value
Section No. 32, Lake St., 48th Ave to 60th Ave.	Poles	1	Wood	7-35'	$ 10 15	$ 1 06	$ 3 74
	Poles	8	Wood	8-30'	60 90	6 00	22 47
	Poles	6	Wood	8-35'	69 00	6 00	24 90
	Poles	1	Wood	9-30'	11 50	1 00	4 15
	Poles	1	Wood	9-35'	12 50	1 00	4 45
	Poles	1	Iron	5-6-7-35'	28 27	2 90	18 75
	Poles	1	Iron	5-6-7-40'	35 95	3 95	23 95
	Insulators	5	Porc. Spool		25		07
	Insulators	4	Sec. Brake		18 00		5 40
	Brooklyns	16	Medium Mall. Iron		9 60		2 88
	Hangers	44	Str. Line		17 60		5 28
	Strains	13	Wood	1-4-4	1 95		59
	Eyebolts	16	Insul	5/8 x 18"	2 56		77
	Ears	7	Splice	15 in.	3 50	1 75	2 28
	Ears	42	Clinch	12 in.	10 50	2 52	4 91
	Ears	2	Feed		90	30	48
	Guy Wire	100	Iron	No. 8	20		06
	Guy Wire	508	Str. Iron.	5/16"	4 06		1 22
	Guy Wire	57	Str. Iron	1/4 in.	37		11
	Wire	30'	W. P. Copper	4-0	3 54	2 19	2 60
Special Layout No. 100, Lake St. at Pine Ave.	Poles	2	Iron	5-6-7-30'	51 10	5 00	47 42
	Poles	2	Wood	8-30'	20 30	2 00	18 10
	Equipment				10 28	50	7 84
	Labor on equipment				7 50		5 62
Total Chicago & Oak Park Ry. Co.					$ 390 48	$ 56 11	$ 208 03

OUTSIDE INTERESTS OF SUBURBAN ELECTRIC COMPANY.

Location	Material	Quantity	Kind	Size	Cost New	Scrap Value	Present Value
Special Layout No. 91, 48th Ave. at Harrison St	Poles	5	Wood	7″-30′	$ 42.50	$ 5.00	$ 18.13
	Equipment				29.06	2.35	22.38
	Labor on equipment				12.50		9.38
Special Layout No. 93, 12th St. at 52nd Ave	Equipment				2.50		1.88
	Labor on equipment						
Special Layout No. 102, Madison St. at 52d Ave	Equipment				18.06	2.50	14.17
	Labor on equipment				2.50		1.88
Total Suburban Electric Co. Interest					$ 125.18	$ 12.35	$ 81.89

SUMMARY OF OUTSIDE INTEREST.

	Cost New	Scrap Value	Present Value
Chicago Railways Co	$ 3,806.23	$ 334.51	$ 2,687.89
Miscellaneous Companies	4,137.75	278.50	3,019.98
Chicago & Oak Park Ry. Co	390.48	36.11	208.03
Suburban Electric Co	125.18	12.35	81.99
	$ 8,459.64	$ 661.47	$ 5,997.89

OUTSIDE INTEREST DETAIL.

Layout No. 91.

48th Avenue at Harrison Street.

	Material	Cost New	Scrap Value
3	Brooklyns (medium, malleable iron)	$ 1.80	..
12	Wood strains ($1\frac{1}{4}$x$9\frac{1}{2}$ in.)	1.80	...
3	Insulated eyebolts	.48	.....
3	Eyebolts	.15	...
2	Straight line hangers	.80	..
10	Single curve hangers	4.00	.....
1	Double curve hanger	.45	.....
4	Barn Hangers	1.60	.....
15	Ears, 12 in. clinch	3.75	$ 1.50
5	Ears, 15 in. splice	2.50	.85
50	Ft. lumber, B. M	2.00	.....
2	Trolley trough clamps	2.00	.....
280	Ft. 3 /8 in. guy wire (stranded)	2.80	.....
425	Ft. 5 /16 in. guy wire (stranded)	3.40	.....
3	W. I. rings 3x$\frac{3}{4}$ in	.15	.....
		$27.68	.....
	Incidentals and waste at 5%	1.38	.....
		$29.06	$ 2.35

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
5 Poles	Wood	7 in.–30′	$ 42.50	$ 5.00	1898	65	$ 24.37	$ 18.13
Equipment as above			29.06	2.35	....	25	6.68	22.38
Labor on Equipment			12.50	.....	....	25	3.12	9.38
			$ 84.06	$ 7.35	....	...	$ 34.17	$ 49.89

OUTSIDE INTEREST DETAIL.

Layout No. 93.

12th Street and 52nd Avenue.

	Material	Cost New	Scrap Value
2	Insulated crossovers (Philadelphia)	$17.20	$ 2.50
	Incidentals and waste at 5%	.86	.....
		$18.06	$ 2.50

	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Equipment as above	$18.06	$2.50	25	$ 3.89	$14.17
Labor on equipment	2.50	.....	25	.62	1.88
	$20.56	$2.50	....	$ 4.51	$16.05

OUTSIDE INTERESTS DETAIL.

Layout No. 94.

40th Avenue at Twelfth Street.

	Material	Cost New	Scrap Value
5	Brooklyns (medium, malleable iron)	$ 3.00	..
5	Pole bands (solid 2-bolt)	1.25	.....
17	Wood strains ($1\frac{1}{4}$x$9\frac{1}{2}$ in.)	2.55	.....
6	Single curve hangers	2.40	
6	Double curve hangers	2.70	.....
12	Ears, 12 in. clinch	3.00	$ 1.20
2	Trolley frogs, insulated	9.00	1.20
4	Trolley frogs	13.60	2.40
6	Solid crossovers	20.40	3.00
3	Section insulators (Philadelphia)	13.50	1.80
500	Ft. 5/16 in. guy wire stranded	4.00	.....
		$75.40	
	Incidentals and waste at 5%	3.77	..
		$79.17	$ 9.60

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	5–6–7–30′	$ 51.10	$ 5.00		32½	$ 14.98	$ 36.12
Equipment as above			79.17	9.60	....	30	20.87	58.30
Labor on Equipment			30.00	.....	....	30	9.00	21.00
			$160.27	$14.60	....	...	$ 44.85	$115.42

OUTSIDE INTERESTS DETAIL.

Layout No. 95.

40th Avenue at 22nd Street and Ogden Avenue.

	Material	Cost New	Scrap Value
13	Pole bands (solid 2-bolt)	$ 3.25	.....
10	Brooklyns (medium, malleable iron)	6.00	.....
30	Wood strains ($1\frac{1}{4}$x$9\frac{1}{2}$ in.)	4.50	.....
13	Straight line hangers	5.20	.....
9	Single curve hangers	3.60	.....
22	Ears, 12 in. clinch	5.50	$ 2.20
7	Trolley frogs	23.80	4.20
6	Adjustable crossovers	27.00	3.60
240	Ft. $\frac{1}{2}$in. guy wire (stranded)	3.96	.....
1530	Ft. 5/16 in. guy wire (stranded)	12.24	.....
		$95.05	.....
	Incidentals and waste at 5%	4.75	.....
		$99.80	$10.00

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
6 Poles	Iron	5 6 7-30′	$153.30	$15.00	1907	5	$ 6.91	$146.39
Equipment as above			99.80	10.00	....	30	26.94	72.86
Labor on Equipment			55.00	.....	....	30	16.50	38.50
			$308.10	$25.00	....	...	$ 50.35	$257.75

OUTSIDE INTERESTS DETAIL.

Layout No. 96.

40th Avenue at 26th Street.

	Material	Cost New	Scrap Value
12	Pole bands (solid 2-bolt)	$ 3.00	.....
8	Brooklyns (medium, malleable iron)	4.80	.....
9	Wood strains ($1\frac{1}{4}$x$9\frac{1}{2}$ in.)	1.35	.....
7	Straight line hangers	2.80	.....
4	Single curve hangers	1.60	.....
11	Ears, 12 in. clinch	2.75	$ 1.10
1	Trolley frog	3.40	.60
320	Ft. 5/16 in. guy wire (stranded)	2.56	.....
		$22.26	.....
	Incidentals and waste at 5%	1.11	.....
		$23.37	$ 1.70

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
3 Poles	Iron	5–6–7–30′	$ 76.65	$ 7.50	1896	32½	$ 22.47	$ 54.18
Equipment as above			23.37	1.70	....	25	5.42	17.95
Labor on Equipment			17.50	.....	....	25	4.37	13.13
			$117.52	$ 9.20	....	...	$ 32.26	$ 85.26

OUTSIDE INTERESTS DETAIL.

Layout No. 100.

Lake Street at Pine Avenue.

	Material	Cost New	Scrap Value
6	Pole bands (solid 2-bolt)	$ 1.50	.....
6	Brooklyns (medium, malleable iron)	3.60	.....
5	Straight line hangers	2.00	.....
5	Ears, 12 in. clinch	1.25	$ .50
180	Ft. 5/16 in. span wire (stranded)	1.44	.....
		$ 9.79	.....
	Incidentals and waste at 5%	.49	.....
		$10.28	$ .50

Quantity	Kind	Size	Cost New	Scrap Value	When Inst'd	% Dep.	Dep.	Present Value
In Place:								
2 Poles	Iron	5–6–7–30′	$ 51.10	$ 5.00	1907	5	$ 2.30	$ 48.80
2 Poles	Wood	8 in.–30′	20.30	2.00	1907	12	2.20	18.10
Equipment as above			10.28	.50	....	25	2.44	7.84
Labor on Equipment			7.50	.....	....	25	1.88	5.62
			$ 89.18	$ 7.50	....	...	$ 8.82	$ 80.36

SECTION B.

Feeder System.

SUMMARY.

Material.	Cost, New.	Present Value.
Feeder, copper, 1,745,559 feet (330.586 miles)	$367,942.83	$345,496.17
Feeder, labor, 330.586 miles ($72.01 average per mile	23,807.04	20,235.99
Feeder, equipment, part 1	59,599.92	38,912.98
Feeder, equipment, part 2	6,506.27	3,707.77
Feeder, equipment, part 3	4,881.44	2,860.56
Feeder, equipment, part 4	18,715.10	14,064.42
Feeder, equipment, part 5	75.31	45.18
Feeder, equipment, part 6	395.22	197.59
Feeder, equipment, part 7	614.78	153.68
Feeder, equipment (C. & P.)	1,863.73	1,143.42
	$475,401.64	$426,817.76
Organization, engineering and incidentals, 15%	71,310.25	64,022.67
	$546,711.89	$490,840.43
Storeroom stock, Center and Racine Aves.	2,149.69	1,969.42
Total	$548,861.58	$492,809.85

FEEDER SYSTEM.

DETAIL SUMMARY BY COMPANIES.

	Cost New	Scrap Value	Depreciation	Present Value
Chicago-North Shore St. Ry. Co.				
EDGEWATER POWER HOUSE.				
Feeder Equipment, Detail Part 1, 30% interest	$ 15,179.98	$ 7,348.52	$ 3,506.08	$ 11,673.90
Feeder Equipment, Detail Part 2, 30% interest	1,951.88	100.74	839.55	1,112.33
Feeder Equipment, Detail Part 3, 83 poles	1,581.68	148.20	412.91	1,168.77
Feeder Equipment, Detail Part 5	75.31		30.13	45.18
Feeder—size and length in feet.				
1000 M. C. M. 1,470′				
500 M. C. M. 210,040′				
350 M. C. M. 129,912′				
4/0 140,782′				
2/0 9,833′				
Total feet 492,037′	66,412.58	40,598.14	3,476.57	62,936.01
Labor, 93.19 miles at $72.01 average per mile	6,710.61		1,006.59	5,704.02
	$ 91,912.04	$ 48,195.60	$ 9,271.83	$ 82,640.21
Organization, engineering and incidentals, 15%	13,786.81	7,229.34	1,390.78	12,396.03
Total	$ 105,698.85	$ 55,424.94	$ 10,662.61	$ 95,036.24

Chicago Elec. Transit Co.

CALIFORNIA AVE. POWER HOUSE.

Feeder Equipment, Detail Part 1, 70% interest	$ 35,419.94	$ 17,147.53	$ 8,180.86	$ 27,239.08
Feeder Equipment, Detail Part 2, 70% interest	4,554.39	235.05	1,958.95	2,595.44
Feeder Equipment, Detail Part 3, 228 poles	3,299.76	302.22	1,607.97	1,691.79
Feeder Equipment, Detail Part 4	18,715.10	112.41	4,650.68	14,064.42
Feeder Equipment, Detail Part 6	395.22		197.63	197.59
Feeder Equipment, Detail Part 7	614.78		461.10	153.68
Feeder—size and length in feet.				
1000 M. C. M. 8,724′				
500 M. C. M. 401,492′				
350 M. C. M. 329,539′				
4/0 284,295′				
2/0 39,623′				
Total feet, 1,063,673′.	259,702.32	159,123.71	15,838.86	243,863.46
Labor, 201.44 miles at $72.01 average per mile	14,507.22		2,176.08	12,331.14
	$ 337,208.73	$ 176,920.92	$ 35,072.13	$ 302,136.60
Organization, engineering and incidentals, 15%	50,581.31	26,538.14	5,260.82	45,329.49
	$ 387,790.04	$ 203,459.06	$ 40,332.95	$ 347,457.09

FEEDER SYSTEM- Continued.

		Cost New	Scrap Value	Depreciation	Present Value
STORE-ROOM, CENTER AND RACINE AVE.					
Feeder—size and length in feet.					
1000 M. C. M.	850′				
500 M. C. M.	1,650′				
350 M. C. M.	7,195′				
4-0	550′				
2-0	900′				
Total feet.	11,145′	$ 2,149.69	$ 1,321.51	$ 180.27	$ 1,969.42
Total		$ 389,939.73	$ 204,780.57	$ 40,513.22	$ 349,426.51
VII. Cicero and Proviso St. Ry. Co.					
Feeder Equipment, detail		$ 1,863.73	$ 205.95	$ 720.31	$ 1,143.42
Feeder—size and length:					
500 M. C. M.	68,337′				
350 M. C. M.	65,670′				
4-0	55,842′				
Total feet	189,849′	$ 41,827.93	$ 23,576.83	$ 3,131.22	$ 38,696.71
Labor, 359.56 miles at $72.01 average per mile		$ 2,589.21		$ 388.38	$ 2,200.83
		$ 46,280.87	$ 23,782.78	$ 4,239.91	$ 42,040.96
Organization, engineering and incidentals, 15%		6,942.13	3,567.42	635.99	6,306.14
		$ 53,223.00	$ 27,350.20	$ 4,875.90	$ 48,347.10
Total, all companies		$ 548,861.58			$ 492,809.85

FEEDER DETAIL SUMMARY AND ALLOWANCES.

	1,000 M.C.M. ft.	500 M.C.M. ft.	350 M.C.M. ft.	4 0 ft.	2 0 ft.	Total Feet	Cost New	Scrap Value	Dep.	Present Value
As found March 1, 1910.										
Total Positive and Negative Feeders	10,194	705,719	539,889	498,728	58,419	1,623,100	$381,412 95	$231,368 82	$23,272 87	$358,140 08
Allowances on Feeder Changes, Nov. 1, 1909 to Mar. 1, 1910		25,850	14,768	17,809	8,963	67,390	13,470 12	8,070 14	826 22	12,643 90
Total Feeders in place Nov. 1, 1909	10,194	679,869	525,121	486,919	49,456	1,555,710	367,942 83	223,298 68	22,446 65	345,496 18
Store-room stock, Center & Racine	850	1,650	7,195	550	900	11,145	2,149 69	1,321 51	180 27	1,969 42

COMPARATIVE STATEMENT OF

Sections as per Feeder Details	1,000 M.C.M. T.V.C.	1,000 M.C.M. C.C.T.	500 M.C.M. T.V.C.	500 M.C.M. C.C.T.	350 T.V.C.
Edgewater Power House:					
Section 1-B			240		7,369
Section 1-N					
Section 2-N			240		14,789
Section 3-N			2,965	2,725	
Section 4-N			30,058	29,756	
Section 5-N			971	1,753	
Section 6-N			6,579	6,748	1,254
Section 7-N			240		5,585
Section 20-N Spare			5,992	5,802	1,918
Section 21-N			480	280	
Section 26-N			11,410	12,467	11,790
Section 27-N			10,492	9,385	
Section 28-N-A			1,808	2,030	
Section 28-N-B			360	250	12,597
Section 29-N			16,331	15,505	
Section 49-N					6,277
Section 10-C			11,760	11,738	
Section 15-A-C			7,565	7,565	9,742
Section 15-C			15,332	16,328	
Section 17-C			13,881	13,454	
Section 22-C					
Section 24-C			18,146	18,597	
Section 25-C			9,246	11,309	2,520
Section 28-A			7,237	7,480	
Section 28-B			21,490	16,598	17,027
California Ave. Power House:					
Section 35-C			2,716	2,689	7,662
Section 36-C			15,304	17,159	1,241
Section 36-Spare			7,595	9,734	
Section 51-C			23,501	24,099	
River View			1,104	1,104	
River View			1,776	1,917	
Section 1-C					19,028
Section 2-C			1,610	1,509	7,145
Section 3-C			13,447	13,534	
Section 4-C			18,434	16,955	
Section 5-C			18,408	16,930	2,820
Section 6-C			15,605	18,582	
Section 7-C					7,849
Section 8-C					
Section 9-C					8,542
Section 16-C			12,685	1,572	24,120
Section Old 16-C			477	565	2,053
Section 18-C					
Section 20-C			7,046	7,848	5,769
Section 21-C			22,040	21,747	
Section 29-C			14,317	14,398	
Section 40-C					4,810
Section 42-C					34,220
Section 43-C					8,006
Section 44-C			17,603	15,852	
Section 45-C					11,538

POSITIVE FEEDER LENGTHS.

M.C.M. C.C.T.	4 0 T.V.C.	4 0 C.C.T.	2 0 T.V.C.	2 0 C.C.T.	Total Length T.V.C.	Total Length C.C.T.	% Found
7,414	.....	.....	.....	.....	7,600	7,414	102
.....	34,569	33,738	.....	.....	34,569	33,738	102
14,878	14,789	14,878	.....	.....	29,818	29,756	100
	36,192	37,101			39,157	39,826	98
.....	.....	.....	.....	.....	30,058	29,756	101
.....	1,537	1,265	.....	.....	2,508	3,018	85
1,160	2,342	1,477	.....	786	10,175	10,171	100
5,660			960	936	6,785	6,596	103
2,464	.....	.....	.....	.....	7,910	8,266	96
.....	.....	.....	.....	.....	480	280	171
11,824	.....	.....	.....	.....	23,200	24,651	95
.....	8,680	8,919	414	253	19,586	18,557	105
.....	.....	.....	.....	.....	1,808	2,030	91
12,672	5,800	.....	.....	.....	18,757	12,922	146
.....	.....	.....	.....	.....	16,331	15,505	105
5,910	11,179	11,243	.....	.....	17,456	17,153	102
.....	.....	.....	.....	.....	11,760	11,738	100
9,790	2,927	2,848	.....	.....	20,234	20,203	100
.....	.....	.....	.....	.....	15,332	16,328	94
.....	1,475	.....	.....	.....	15,356	13,454	114
.....	6,250	5,977	.....	.....	6,250	5,977	105
.....	.....	.....	.....	.....	18,146	18,597	97
2,520	.....	.....	.....	.....	11,766	13,829	85
					7,237	7,480	97
12,720	5,800	24,549			44,317	53,867	86
9,684	2,144	1,929			12,522	14,302	86
1,241	1,890	1,890			18,435	20,290	91
					7,595	9,734	78
					23,501	24,099	98
					1,104	1,104	100
		.....			1,776	1,917	93
15,670	9,604	13,774			28,632	29,111	98
7,099	14,417	10,545			23,172	19,753	121
					13,447	13,534	99
					18,434	16,955	108
2,061					21,228	18,991	112
2,475	7,388	2,798			22,993	23,855	96
7,674	8,895	8,720			16,744	16,394	102
	8,895	8,997			8,895	8,997	99
8,382	2,488	2,490			11,030	10,872	101
27,362	4,481	12,703			41,286	41,637	99
3,359	6,833	6,707	2,515		11,878	10,631	112
	8,558	10,393			8,558	10,393	82
7,178	6,993	9,932			19,808	24,958	80
		.....			22,040	21,747	101
	2,058	1,773			16,375	16,171	101
3,868	6,833	5,061			11,643	8,929	140
34,644	12,719	12,522			46,939	47,166	100
7,776	35,751	29,686			43,757	37,462	116
.....	1,290	1,100			18,893	16,952	111
11,327	12,580	11,200			24,118	22,527	107

COMPARATIVE STATEMENT OF POSITIVE

Sections as per Feeder Details	1,000 M.C.M. T.V.C.	C.C.T.	500 M.C.M. T.V.C.	C.C.T.	350 T.V.C.
California Ave. Power House—Continued:					
Section 46-C	.....	.....	.....	.....	14,293
Section 12	.....	.....	.....	.....	9,757
Section 13-C	.....	.....	8,434	8,417	4,736
Section 19-C	.....	.....	13,941	10,464	.....
Section 23-C-6-L	.....	.....	.....	3,991	12,568
Section 26-C	.....	.....	14,344	14,655	2,424
Section 27-C	.....	.....	18,801	19,218	.....
Section 31-C	.....	.....	23,120	14,515	.....
Section 32-C	.....	.....	.....	.....	9,247
Section 37-C	.....	.....	.....	.....	.....
Section 64-C	.....	.....	7,748	7,375	.....
Section 47-C	.....	.....	.....	.....	6,905
Section 48-C	.....	.....	.....	.....	9,563
Section 50-C	.....	.....	.....	.....	14,340
Section 41-C	.....	.....	6,460	6,460	2,007
Section 34-C	.....	.....	19,637	19,637	3,862
Edgewater P. H.	120	.....	1,473	.....	575
Calif. P. H. & Tunnel—W. P.	.....	.....	6,707	3,307	3,185
Tunnel—L. C.	.....	.....	1,521	2,893	1,834
Totals*	120	.....	508,698	486,896	331,217

*For net amount see Feeder Detail Summary and Allowances, page 451.

FEEDER LENGTHS—Continued.

M.C.M.	1 0		2 0		Total Length		%
C.C.T.	T.V.C.	C.C.T.	T.V.C.	C.C.T.	T.V.C.	C.C.T.	Found
14,037	21,574			21,954	35,867	35,991	100
6,594	4,476	4,413	110		14,343	11,007	135
5,080	7,641	7,686			20,811	21,183	99
					13,941	10,464	133
8,435	4,020	4,000			16,588	16,426	128
2,242					16,768	16,897	99
					18,801	19,218	98
	2,596	2,573		200	25,716	17,288	149
8,496	4,423	4,231		4,231	15,591	16,958	92
					7,748	7,375	106
7,111	9,903	11,000		460	16,808	18,571	90
9,810					9,563	9,810	97
14,027	2,657	2,630			16,997	16,657	102
2,007	1,160	1,160			9,627	9,627	100
3,862					23,499	23,499	100
					2,168		100
1,900	154	570	54		10,100	5,777	175
2,520					3,355	5,413	62
322,943	343,858	332,478	5,974	28,820	1,189,867	1,171,137	102

POSITIVE FEEDER

Sec. No.	No. of Cables	Street	From	To	Length 1000 M.C.M.
1-B	1	Alley and Devon	Power House.	Alley	
	1	Alley and Devon	Alley	Clark St	
	1	Clark St	Devon Ave	Car House, N. Devon	
1-N	1	Alley and Devon	Power House	W. S. Clark St	
	1	Clark St	N. S. Devon.	N. of Estes Ave	
	1	Clark St	N. S. Devon.	C. L. Howard Ave	
	1	Clark St	N. S. Devon.	Seven spans N. of car house	
2-N	1	Alley and Devon	Power House	Alley	
	1	Alley and Devon	Alley	W. S. Clark St	
	1	Alley and Devon	Alley	W. S. Clark St	
	1	Clark St	N. S. Devon Ave	C. L. Howard Ave	
	1	Clark St	N. S. Devon Ave	C. L. Howard Ave	
3-N	1	Alley and Devon	Power House	Alley	
	1	Alley and Devon	Alley	W. S. Clark St	
	1	Clark St	N. S. Devon	N. of Kenilworth	
	1	Clark St	N. S. Kenilworth	C. L. Howard Ave	
4-N	1	Alley and Devon	Power House	W. S. Clark St	
	1	Clark St	W. S. Devon	C. L. Howard Ave	
5-N	1	Roof and Evanston.	Front of Power House	Victor Ave	
	1	Roof and Evanston.	Front of Power House	Span S. of Peterson	
	1	Roof and Evanston.	Front of Power House.	Span S. of Peterson	
	1	Evanston Ave	S. of Victor	S. of Early Ave	
6-N	1	Alley and Devon	Power House	N. of Perry Ave	
	1	Devon Av. and Clark	W. of Perry Ave	S. of Devon Ave	
	1	Clark St	S. of Devon Ave	Near Hollywood Av.	
7-N	1	Alley and Devon	Power House	Alley	
	1	Alley and Devon	Alley	W. S. Southport Ave.	
	1	Devon Ave	W. S. Southport Ave.	E. of Clark St	
Spare	1	Alley E. of Evanston	Power House	Poles in Alley, E. of Lawrence	
20-N	1	N. S. Lawrence	E. of Evanston	E. S. Clark	
	1	E. S. Clark	N. S. Lawrence	S. S. Irving Pk. Bvd	
21-N	1	Alley E. of Evanston	Roof Power House.	Pole in Alley	
	1	Alley E. of Evanston	Roof Power House.	Pole in Alley	
26-N	1	Alley E. of Evanston	Roof Power Hoyse.	Pole in Alley	
	1	E. S. Clark St	N. S. Lawrence	N. S. Belmont	

DETAILS.

of Cable 500 MCM	350 MCM	Feet 4 0	2 0	Cost New	Scrap Value	% Dep.	Dep.	Present Value
240			8	68 16 8	41.04	8 8	2 16 8	66.00
	6853			1,384.31	815.51	14	79 63	1,304.68
	516			104.23	61.40	14	6.00	98 23
		20559	....	2,425.96	1,500.81	14	129.57	2,296.39
		4739	....	559.20	345.95	14	29.86	529.34
		7936	....	936.45	579.33	14	50.00	886.45
		1335	....	157.53	97.46	14	8.41	149.12
240				68.16	41.04	12	3.25	64.91
	6853			1,384.31	815.51	12	68.25	1,316.06
		6853		808.65	520.27	14	40.37	768 28
	7936			1,603.07	944.38	14	92.23	1,510.84
		7936	....	936.45	579.33	15	53.57	882.88
240				68.16	41.04	8	2.17	65.99
		20559	....	2,425.96	1,500.81	14	129.57	2,296.39
		15633	....	1,844.69	1,141.21	15	105.52	1,739.17
2725				773.90	465.98	12	36.95	736.95
14486				4,028.82	2,425.81	12	192 36	3,836.46
15872				4,507.65	2,714.11	15	269.03	4,238.62
669				190.00	114.40	10	7.56	182.44
302				85.77	51.64	12	4.10	81.67
		1102	....	130.04	80.45	10	4 96	125.08
		435		51.53	31.76	16	3.16	48 37
6579				1,868.44	1,125.01	14	104.08	1,764.36
	1254			253.31	149.23	14	14.57	238 74
		2342	....	276.36	170.97	14	14.75	261.61
240				68.16	41.04	8	2.17	65.99
	5585			1,128.17	664.62	15	84.53	1,043.64
			 960	73.92	43.52	15	4.56	69.36
240				68.16	41.04	8	2.17	65.99
	1918			387.44	228.24	12	19.10	368.34
5752				1,633.57	983.59	14	91.00	1,542.57
240				68.16	41.04	8	2.16	66.00
240				68.16	41.04	8	2.16	66.00
240				68.16	41.04	8	2.16	66.00
	11790			2,381.58	1,403.01	12	117 43	2,264.15

POSITIVE FEEDER

Sec. No.	No. of Cables	Street	From	To	Length 1000 M.C.M.
26-N..	1	Evanston Ave.....	N. S. Lawrence.....	3rd Span N. of Power House.....	.....
.....	1	Clark St.....	Irving Pk. Blvd.....	Sheffield Ave.....	.....
27-N	1	Evanston Ave.....	Power House.....	W. S. Evanston.....	.....
.....	1	Evanston Ave.....	Pole S. of Power House.....	N. S. Bryn Mawr...	.....
.....	1	Bryn Mawr.....	W. S. Evanston.....	W. S. Clark St.....	.....
.....	1	Clark St.....	N. S. Argyle.....	1st Span N. of Rosemont.....	.....
.....	1	Clark St.....	Argyle.....	Ainslie.....	.....
.....	1	Clark St.....	Lawrence.....	Bryn Mawr.....	.....
28-A-N	1	Evanston Ave.....	Power House.....	W. S. Evanston.....	.....
.....	1	Evanston Ave.....	S. of Power House...	2nd Span S. of Bryn Mawr.....	.....
28-B-N	1	Evanston Ave.....	Power House.....	W. S. Evanston Av..	.....
.....	1	Evanston Ave.....	S. of Power House...	N. S. of Irving Pk. Blvd.....	.....
.....	1	Evanston Ave.....	Lawrence Ave.....	N. S. of Irving Pk. Blvd.....	.....
29-N	1	Evanston Ave.....	Power House.....	W. S. Evanston Ave.	.....
.....	1	Evanston Ave.....	Pole S. of Power House.....	N. S. Bryn Mawr...	.....
.....	1	Bryn Mawr.....	W. S. Evanston.....	W. S. Clark St.....	.....
.....	1	Clark St.....	N. S. Bryn Mawr...	N. S. Lawrence Ave.	.....
.....	1	Lawrence Ave.....	W. S. Clark St.....	W. S. Western Ave..	.....
49-N	1	Evanston Ave.....	Power House.....	W. S. Evanston Ave.	.....
.....	1	Evanston Ave.....	1st Span S. of Power House.....	N. S. Bryn Mawr....	.....
.....	1	Bryn Mawr.....	W. S. Evanston.....	E. S. East Ravenswood Park.....	.....
.....	1	E. Ravenswood Pk..	N. S. Bryn Mawr...	4th Span S. of Bryn Mawr.....	.....
.....	1	E. Ravenswood Pk..	4th Span S. of Bryn Mawr.....	N. S. Balmoral.....	.....
.....	1	Balmoral.....	E. S. East Ravenswood.....	W. S. Robey St.....	.....
.....	1	Robey St.....	N. S. Balmoral.....	N. S. Cuyler.....	.....
.....	1	P. R. W.....	Tower.....	Center of Park.....	.....
Riverview Park	1	P. R. W.....	Tower.....	Near E. S. of Park..	.....
.....	1	In Park.....	Feeder Line.....	Switchboard.....	.....
1-C	1	N. S. Roscoe.....	Power House.....	W. S. California....	.....
.....	1	N. S. Roscoe.....	Power House.....	E. S. California....	.....
.....	1	W. S. California...	N. S. Roscoe.....	S. S. Belmont.....	.....
.....	1	E. S. California...	S. S. Roscoe.....	S. S. Belmont.....	.....
.....	1	S. S. Belmont.....	E. S. California....	A. E. Kimbal.....	.....
.....	1	S. S. Belmont.....	E. S. California....	A. E. Kimbal.....	.....
.....	1	N. S. Wisner.....	S. S. Belmont.....	W. S. Milwaukee....	.....
.....	1	N. S. Wisner.....	S. S. Belmont.....	W. S. Milwaukee....	.....
.....	1	W. S. Milwaukee...	N. S. Wisner.....	Humboldt Blvd.....	.....
.....	1	W. S. Milwaukee...	N. S. Wisner.....	Humboldt Blvd.....	.....

DETAILS.

of Cable 500 MCM	350 MCM	Feet 4/0	2/0	Cost New	Scrap Value	% Dep.	Dep.	Present Value
7157				$ 2,033.59	$ 1,223.85	14	$ 113.22	$ 1,919.37
4013				1,139.69	686.23	16	72.55	1,067.14
360				102.24	61.56	10	4.07	98.17
1478				419.75	252.74	15	25.05	394.70
2526				717.38	431.95	10	28.54	688.84
		8680		1,068.25	632.64	14	52.59	955.66
			414	31.88	22.77	15	1.37	30.51
6128				1,740.35	1,047.89	15	103.87	1,636.48
360				102.24	61.56	10	4.07	98.17
1478				419.75	252.74	12	20.04	399.71
360				102.24	61.56	10	4.07	98.17
	12597			2,544.59	1,499.04	14	146.37	2,398.22
		5800		682.80	423.40	15	38.91	643.89
360				102.24	61.56	10	4.07	98.17
1478				419.75	256.74	12	20.04	399.71
2526				717.38	431.98	10	28.54	688.84
6128				1,740.35	1,047.89	14	96.94	1,643.41
5839				1,658.28	998.47	15	98.47	1,559.81
	360			102.24	61.56	10	4.07	98.17
	1478			298.55	175.88	12	14.72	283.83
	4107			829.71	488.73	10	34.09	795.52
	332			67.06	39.51	8	2.20	64.86
		944		111.39	61.91	10	4.95	106.44
		1405		165.79	102.56	8	5.06	160.73
		8830		1,011.94	644.59	10	39.73	1,002.21
1104				313.54	188.78	15	18.71	294.83
1316				373.74	225.04	17	25.28	348.46
450				127.80	76.95	12	6.08	121.72
	401			81.00	47.72	15	4.99	76.01
	367			74.13	43.67	16	4.87	69.26
	1286			259.77	153.03	16	17.08	242.69
	1244			251.29	148.04	17	17.55	233.74
	5393			1,089.39	641.77	18	80.57	1,008.82
	5393			1,089.39	641.77	18	80.57	1,008.82
	2472			499.34	294.17	17	34.87	464.47
	2472			499.34	294.17	16	32.83	466.51
		2265		267.27	165.35	22	22.42	244.85
		2265		267.27	165.35	22	22.42	244.85

POSITIVE

Sec. No.	No. of Cables	Street	From	To	Length 1000 M.C.M.
1-C	1	Milwaukee Ave	5th Span N. of Armitage Ave	Alley S. of Humboldt	
2-C	1	N. S. Roscoe	Power House	E. S. California	
	1	E. S. California	S. S. Roscoe	S. S. Belmont	
	1	S. S. Belmont	E. S. California	W. S. Milwaukee	
	1	S. S. Belmont	E. S. California	W. S. Milwaukee	
	1	W. S. Milwaukee	S. S. Belmont	N. S. Wisner	
	1	W. S. Milwaukee	S. S. Belmont	N. S. Wisner	
	1	W. S. Milwaukee	S. S. School	S. S. Belmont	
3-C	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	S. S. Belmont	
	1	S. S. Belmont	W. S. California	W. S. Milwaukee	
	1	C. L. Milwaukee	S. S. Belmont	S. Lowell Ave	
4-C	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	S. S. Belmont	
	1	S. S. Belmont	W. S. California	W. S. Milwaukee	
	1	C. L. Milwaukee	S. S. Belmont	S. S. Irving Pk	
5-C	1	N. S. Roscoe	Power House	W. S. California	
	1	N. S. Roscoe	W. S. California	W. S. Elston	
	1	W. S. Elston	N. S. Roscoe	N. S. Irving Pk	
	1	N. S. Irving Pk	W. S. Elston	W. S. Milwaukee	
	1	C. L. Milwaukee	N. S. Irving Pk	S. Pensacola	
	1	C. L. Milwaukee	S. Pensacola	S. Roberts Ct	
6-C	1	N. S. Roscoe	Power House	W. S. California	
	1	N. S. Roscoe	W. S. California	W. S. Elston	
	1	W. S. Elston	N. S. Roscoe	N. S. Irving Pk	
	1	N. S. Irving Pk	W. S. Elston	W. S. Milwaukee	
	1	C. L. Milwaukee	N. S. Irving Pk	S. Roberts Ct	
	1	C. L. Milwaukee	S. Roberts Ct	S. Pensacola	
7-C	1	N. S. Roscoe	Power House	E. S. California	
	1	N. S. Roscoe	Power House	E. S. California	
	1	E. S. California	S. S. Roscoe	W. S. Elston	
	1	E. S. California	S. S. Roscoe	W. S. Elston	
	1	W. S. Elston	E. S. California	N. Snow St	
	1	W. S. Elston	E. S. California	N. Fullerton	
8-C	1	N. S. Roscoe	Power House	W. S. California	
	1	N. S. Roscoe	W. S. California	W. S. Elston	
	1	N. S. Elston	N. S. Roscoe	S. Eberly	
	1	N. S. Roscoe	Power House	E. S. California	
	1	E. S. California	S. S. Roscoe	S. S. Belmont	
	1	E. S. California	S. S. Belmont	W. S. Elston	
	1	W. S. Elston	E. S. California	N. Warsaw	
9-C	1	N. S. Roscoe	Power House	W. S. California	
	1	N. S. Roscoe	W. S. California	W. S. Elston	
	1	W. S. Elston	N. S. Roscoe	S. Ridgeway	
	1	W. S. Elston	S. Ridgeway	W. S. 40th Av	
12	1	W. S. Elston	E. S. California	Western Av	
	1	S. S. Fullerton	W. S. Elston	E. S. Robey	
	1	S. S. Fullerton	W. S. Elston	E. S. Robey	
	1	E. S. Robey	S. S. Fullerton	S. S. Armitage	
	1	E. S. Robey	S. S. Fullerton	So. of Subway	
	1	E. S. Robey	S. of Subway	N. S. North Av	
	1	E. S. Robey	N. S. Armitage	S. S. North Av	
13-C	1	P. R. W	Tower	E. S. Western	
	1	E. S. Western	S. S. Roscoe	N. S. Belmont	

FEEDER DETAILS.

of Cable 500 MCM	350 MCM	Feet 4/0	2/0	Cost New	Scrap Value	% Dep	Dep	Present Value
....	..	5174	..	$ 610.53	$ 377.70	18	$ 41.91	$ 568.62
367	.			104.23	62.76	15	6.22	98.01
1244				353.30	212.72	16	22.49	330.81
	7145	....	..	1,443.29	850.26	18	106.75	1,336.54
		7149	..	843.58	521.88	16	41.47	802.11
		3203	..	377.95	233.82	20	28.81	349.14
		3203	..	377.95	233.82		28.81	349.14
		862		101.72	62.93	16	6.21	95.51
448	.			127.23	76.61	15	7.59	119.64
1286				365.22	219.91	16	23.25	341.97
7105				2,017.82	1,214.96	18	144.51	1,873.31
9608				1,308.67	787.97	14	72.90	1,235.77
448				127.23	76.61	15	10.59	116.64
1286				365.22	219.91	12	17.43	347.79
7105				2,017.82	1,214.96	16	128.44	1,889.38
9595				2,724.98	1,640.75	18	195.16	2,529.82
448				127.23	77.61	15	7.44	119.79
1478				419.75	252.74	14	23.19	396.56
6080				1,726.72	1,039.68	20	137.41	1,589.31
7646				2,171.46	1,307.47	16	138.68	2,033.38
2756				782.70	471.28	14	43.69	739.10
....	2820			569.64	335.58	16	37.45	532.19
401				113.88	68.57	14	6.34	107.54
1478				419.75	252.74	12	20.04	399.71
6080				1,726.72	1,039.68	16	109.93	1,616.79
7646				2,171.46	1,307.47	18	155.19	2,016.27
		....	..					
		4568	..	539.13	333.46	12	24.68	514.45
		2820	..	332.76	205.86	14	17.78	314.98
	312			63.02	37.13	15	3.89	59.13
		367	..	43.30	26.79	15	2.48	40.82
....	1422	....	..	287.24	169.22	16	18.88	268.36
		1422	..	167.80	103.81	14	8.96	158.84
	6115	....	..	1,235.23	729.69	18	91.00	1,144.23
		7106	..	838.51	518.74	17	51.36	784.15
		401	..	47.32	29.27	14	2.53	44.79
		1478	..	174.40	107.89	15	9.98	164.42
		4194	..	494.89	306.16	20	37.75	457.14
		312	..	26.81	22.77	16	.65	26.16
		1244	..	146.79	90.81	12	6.72	140.07
		178	..	21.00	12.99	14	1.12	19.88
		1084	..	127.91	79.13	18	8.78	119.13
	448			90.50	53.31	15	5.58	84.92
	1478			298.56	175.88	14	15.92	282.64
	6616	....	..	1,336.43	787.30	17	93.35	1,243.08
		2488	..	293.58	181.63	18	20.15	273.43
	3683			743.97	438.28	18	55.04	688.93
			110	8.47	1.95	18	.63	7.84
	110			22.22	13.09	18	1.64	20.58
	2480			500.96	295.12	16	32.93	468.03
	799			161.40	95.08	17	11.27	150.13
		4476	..	528.17	326.75	15	30.36	497.81
.	2685			542.37	319.52	16	35.66	506.71
1919				545.00	328.15	14	30.36	514.64
1179	.			334.84	201.61	16	21.36	313.48

POSITIVE

Sec. No.	No. of Cables	Street	From	To	Length 1000 MCM
13-C	1	N. S. Belmont	E. S. Western	E. S. Ashland	
	1	N. S. Belmont	W. S. Ashland	Sheffield	
	1	E. S. Clark	N. S. Belmont	S. Oakdale	
	1	E. S. Halsted	N. S. Belmont	E. S. Clark	
	1	E. S. Clark	E. S. Halsted	N. Halsted(1st Spl)	
	1	W. S. Evanston	N. S. Belmont	S. S. Diversey	
	1	W. S. Evanston	N. S. Belmont	S. S. Gary Place	
19-C	1	P. R. W.	Tower	E. S. Western	
	1	S. S. Roscoe	E. S. Western	W. S. Robey	
	1	W. S. Robey	S. S. Roscoe	S. S. Belmont	
	1	S. S. Belmont	W. S. Robey	W. S. Lincoln	
	1	W. S. Lincoln	S. S. Belmont	Lincoln Barn	
23-C 6L	1	P. R. W.	Tower	E. S. Western	
	1	S. S. Roscoe	E. S. Western	W. S. Robey	
	1	W. S. Robey	S. S. Roscoe	S. S. Belmont	
	1	N. S. Belmont	W. S. Robey	Sheffield	
	1	E. S. Sheffield	N. S. Belmont	Lincoln Barn	
26-C	1	P. R. W.	Tower	W. S. Western	
	1	P. R. W.	W. S. Western	E. S. Western	
10-C	1	Milwaukee	W. S. California	W. S. Western	
	1	W. S. California	S. S. Elston	S. S. North Av	
15-AC	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	S. S. Fullerton	
	1	S. S. Fullerton	W. S. California	E. S. Western	
	1	S. S. Fullerton	E. S. Western	Robey	
	1	S. S. Fullerton	California	40th Av	
15-C	1	N. S. Roscoe	Power House	W. S. California	
	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	S. S. Belmont	
	1	W. S. California	N. S. Roscoe	S. S. Belmont	
	1	S. S. Belmont	W. S. California	S. S. Milwaukee	
	1	S. S. Belmont	W. S. California	S. S. Milwaukee	
17-C	1	P. R. W.	Tower	E. S. Western	
	1	E. S. Western	S. S. Roscoe	S. S. Clybourn Av	
	1	N. S. Fullerton	W. S. Clybourn Av	E. S. Seminary	
	1	W. S. Clybourn Av	S. S. Belmont	N. S. Fullerton	
	1	N. S. Clybourn Pl	W. S. Clybourn Av	River	
22-C	1	P. R. W.	Tower	E. S. Western	
	1	E. S. Western	S. S. Roscoe	2 Spls. S. Roscoe	
	1	E. S. Western	2 Spls. S. Roscoe	N. S. Belmont	
	1	N. S. Belmont	E. S. Western	E. River	
	1	N. S. Belmont	E. S. Western	E. Hoyne	
24-C	1	N. S. Roscoe	Power House	E. California	

FEEDER DETAILS.

of Cable 500 MCM	350 MCM	Feet 4/0	2/0	Cost New	Scrap Value	% Dep.	Dep.	Present Value
5336				$1,515.42	$ 912.46	18	$108.53	$1,406.89
		3987		475.47	291.05	18	33.19	442.28
	1915			386.83	227.89	12	19.07	367.76
		640		75.52	46.72	10	2.88	72.64
		120		14.16	8.76	10	.54	13.62
	2821			569.84	335.70	12	28.09	541.75
		2894		341.49	211.26	12	15.63	325.86
1895				538.18	324.05	15	32.12	506.06
2596				737.26	443.92	14	41.08	696.18
1124				319.22	192.20	14	17.78	301.44
2756				782.17	471.28	16	49.83	732.87
5570				1,581.88	952.47	12	75.53	1,506.35
	1919			387.64	228.36	15	23.89	363.75
	2706			546.61	322.01	14	31.44	515.17
	1124			277.05	133.76	12	11.19	215.86
	6819			1,377.44	811.46	18	101.88	1,275.56
		4020		474.36	293.46	16	28.94	445.42
3634				1,032.06	622.41	15	61.45	970.61
102				28.97	17.44	15	1.73	27.24
3575				1,015.30	611.33	18	73.71	941.59
8185				2,324.54	1,399.64	15	138.74	2,185.80
	401			81.00	47.72	16	2.00	79.00
	6681			1,349.55	795.04	15	82.18	1,267.38
	2616			537.32	316.54	22	48.57	489.75
		2927		345.35	213.67	20	26.34	319.05
7565				2,148.46	1,293.62	17	143.62	2,004.84
401				113.88	68.57	14	6.34	107.54
401				113.88	68.57	14	6.34	107.54
1286				365.22	219.91	16	23.25	341.97
1286				365.22	219.91	16	23.25	341.97
5984				1,699.46	1,023.26	17	114.95	1,584.51
5974				1,699.62	1,021.55	18	121.87	1,577.75
1919				545.00	328.15	15	32.53	512.47
1257				356.99	214.95	17	24.15	332.84
3605				1,023.82	616.46	15	61.10	962.72
7100				2,016.40	1,214.10	14	112.32	1,903.08
		1475		174.05	107.67	20	13.28	160.77
		1895		223.61	138.33	15	12.49	211.12
		113		13.33	8.25	17	.86	12.47
		1179		139.12	86.07	17	9.02	130.10
		1060		125.08	77.38	18	8.59	116.49
		2003		236.35	146.22	18	16.22	220.13
312				88.61	53.35	15	5.29	82.32

POSITIVE

Sec. No.	No. of Cables	Street	From	To	Length 1000 M.C.M.
24-C	1	E. S. California	S. S. Roscoe	S. S. Elston	
	1	S. S. Elston	E. S. California	W. S. Western	
	1	W. S. Western	S. S. Elston	N. S. Milwaukee	
	1	N. S. Milwaukee	W. S. Western	W. S. Ashland	
25-C	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	S. S. Armitage	
	1	S. S. Armitage	W. S. California	W.S.Humboldt Boul.	
	1	S. S. Armitage	W. Humboltdt Boul	W. S. Kimbal Av	
16-C	1	Roscoe and Calif	Power House	W. S. Elston	
	1	Roscoe and Calif	Power House	W. S. Elston	
	1	W. S. Elston	E. S. California	S. S. Western	
	1	W. S. Elston	S. S. Western	S. of N. W. Ry.	
	1	W. S. Elston	S. of N. W. Ry.	N. S. Roscoe	
	1	W. S. Elston	E. S. California	S. of N. W. Ry.	
	1	W. S. Elston	S. of N. W. Ry.	North Av.	
	1	W. S. Elston	North Av.	Division	
	1	W. S. Elston	N. of Rawson	N. of Fox. Place	
	1	W. S. Elston	Division	S. S. Division	
	1	W. S. Elston	S. S. Division	Milwaukee	
Old 16-C	1	W. S. Racine	N. S. Fullerton	Beldon Barns	
	1	W. S. Racine	Belden Barns	S. S. Webster	
	1	N. S. Fullerton	W. S. Racine	W. S. Halsted	
	1	S. S. Webster	W. S. Racine	W. S. Seminary	
	1	S. S. Webster	W. S. Seminary	E. S. Orchard	
	1	S. S. Webster	E. Orchard	W. S. Lincoln	
	1	N. S. Fullerton	W. S. Racine	W. S. Seminary	
	1	N. S. Fullerton	W. S. Racine	W. S. Perry	
18-C	1	P. R. W	Tower	E. S. Western	
	1	E. S. Western	S. S. Roscoe	W. S. Clybourn Av	
	1	W. S. Clybourn	S. S. Belmont	S. Wrightwood	
20-C	1	P. R. W	Tower	E. S. Western	
	1	P. R. W	W. S. Western	E. S. Western	
	1	E. S. Western	N. S. Roscoe	S. S. Addison	
	1	S. S. Addison	E. S. Western	W. S. Lincoln	
	1	E. S. Western	N. S. Roscoe	S. S. Addison	
	2	S. S. Addison	E. S. Western	W. S. Lincoln	
	1	S. S. Addison	W. S. Lincoln	E. S. Lincoln	
	1	E. S. Lincoln	N. S. Roscoe	N. S. Belmont	
	1	W. S. Lincoln	N. S. Addison	S. S. Grace St	
	1	E. S. Lincoln	N. S. Addison	N. S. Belmont	
26-C	1	E. S. Western	S. S. Roscoe	N. S. Belmont	
26-C	1	N. S. Belmont	E. S. Western	E. S. Lincoln	
	1	N. S. Belmont	E. S. Lincoln	N. S. Racine	
	1	N. S. Belmont	N. S. Racine	E. S. Clark	
	1	E. S. Sheffield	E. S. Clark	N. S. Belmont	
27-C	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	N. S. Irving Pk	
	1	N. S. Irving Pk	W. S. California	E. S. Southport	
	1	E. S. Southport	N. S. Irving Pk	E. S. Clark	
	1	E. S. Clark	E. S. Southport	N. S. Lawrence	
31-C	1	P. R. W	Tower	E. S. Western	
	1	E. S. Western	N. S. Roscoe	S. S. Addison	
	1	S. S. Addison	E. S. Western	W. S. Lincoln	
	1	S. S. Addison	W. S. Lincoln	E. S. Southport	

FEEDER DETAILS.

of Cable 500 MCM	350 MCM	Feet 4 0	2 0	Cost New	Scrap Value	% Dep	Dep.	Present Value
1422				$ 403.85	$ 243.16	11	$ 22.50	$ 381.35
3434				975.26	587.04	18	69.88	905.38
5573				1,582.73	952.98	20	125.95	1,456.78
7405				2,103.02	1,266.26	16	134.04	1,969.98
401				113.88	68.57	14	6.34	107.54
7309				2,075.76	1,249.84	14	107.63	1,968.13
1536				436.22	262.66	15	26.30	410.19
	2520			509.04	299.88	16	33.47	475.57
	1789			361.38	212.89	14	20.79	340.59
1789				508.08	305.92	15	30.32	477.76
3507				995.99	599.70	18	71.33	924.66
	7783			1,572.17	926.18	19	124.74	1,447.43
		2704		319.07	197.39	17	20.69	298.39
	11555			2,334.11	1,375.05	18	172.63	2,161.48
2704				767.94	462.38	20	61.11	706.83
	2993			604.59	356.17	19	47.20	557.39
		1186		139.95	86.58	18	961.00	130.34
		591		69.70	43.14	16	4.25	65.45
4685				1,330.54	801.14	15	79.41	1,251.13
477				135.47	81.57	14	7.55	127.92
		775		91.45	56.58	15	5.23	86.22
		2351		277.43	171.62	14	14.81	262.62
		728		85.90	53.14	15	4.91	80.99
			2515	193.66	113.18	15	12.07	181.59
		628		74.10	45.84	14	3.95	70.15
		2351		277.42	171.62	16	16.93	260.49
	2053			414.71	244.31	12	20.45	394.26
		1919		226.44	140.09	15	1.30	225.14
		1257		148.32	91.76	12	6.79	141.53
		5382		635.07	392.89	14	33.91	601.16
1938				550.39	331.40	15	32.85	517.54
	153			30.91	18.21	15	.64	30.27
	1254			253.31	149.53	12	12.45	240.86
	3854			778.51	458.63	14	44.78	733.73
1254				356.14	214.43	14	19.84	336.30
3854				1,094.54	659.03	14	60.97	1,033.57
	508			102.62	60.45	15	6.33	96.29
		2873		339.01	209.73	18	23.27	315.74
		1247		147.15	91.03	18	10.10	137.05
		2873		339.01	209.73	19	24.56	314.45
1179				331.84	201.61	14	18.65	316.19
5352				1,519.97	915.19	18	108.86	1,411.11
2487				706.31	425.28	18	50.59	655.72
	2424			489.65	288.46	17	34.20	455.45
1590				451.56	271.89	16	28.70	422.86
330				93.72	56.43	15	5.59	88.13
3950				1,121.80	675.45	16	71.26	1,050.54
9184				2,608.26	1,570.46	17	174.73	2,433.53
1247				354.15	213.24	12	16.91	337.24
4090				1,161.56	699.39	14	64.56	1,097.00
1938				550.39	331.40	15	32.85	517.54
1254				356.14	214.43	12	17.00	339.14
3855				1,094.82	659.21	14	60.99	1,033.83
6575				1,867.30	1,124.33	15	94.95	1,772.35

POSITIVE

Sec. No.	No. of Cables	Street	From	To	Length 1000 M.C.M.
31-C	1	E. S. Southport	S. S. Addison	W. S. Clybourn	
	1	E. S. Southport	S. S. Addison	S. S. Irving Pk	
32-C	1	P. R. W	Tower	E. S. Western	
	1	E. S. Western	N. S. Roscoe	S. S. Addison	
	1	S. S. Addison	E. S. Western	E. S. Ashland	
	1	E. S. Ashland	S. S. Addison	N. S. Lincoln	
	1	E. S. Ashland	S. S. Addison	School Street	
	1	E. S. Ashland	S. S. Addison	School Street	
	1	E. S. Ashland	School Street	S. S. Irving Park	
64-C	1	P. R. W	Tower	E. S. Western	
	1	E. S. Western	S. S. Roscoe	N. S. Belmont	
	1	W. S. Halsted	E. S. Clark	N. S. Fullerton	
28-A	1	N. S. Lawrence	E. S. Clark	E. S. Evanston	
	1	W. S. Evanston	N. S. Lawrence	S. S. Bryn Mawr	
28-B	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	W. S. Montrose	
	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	N. S. Irving Pk. Boul.	
	1	N. S. Irving Pk	W. S. California	E. S. Evanston	
	1	W. S. Evanston	N. S. Irving Pk	N. S. Lawrence	
	1	S. S. Montrose	W. S. California	N. S. Lincoln	
	1	N. S. Lawrence	W. S. Evanston	W. S. Robey	
	1	W. S. Robey	N. S. Lawrence	N. S. Montrose	
	1	S. S. Montrose	W. S. Robey	W. S. Lincoln	
35-C	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	N. S. Armitage	
	1	W. S. California	N. S. Armitage	N. S. Waubansia	
	1	W. S. California	Armitage	North Avenue	
36-C	1	N. S. Roscoe	Power House	E. S. California	
	1	W. S. California	N. S. Roscoe	C. L. Milwaukee	
	1	W. S. California	N. S. Armitage	North Avenue	
	1	N. S. Armitage	W. S. California	North Campbell	
	1	S. S. Armitage	W. S. California	E.S. Humboldt Boul.	
	1	E. S. California	C. L. North Av	S. S. NorthAv.	
36Spare	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	S. S. Armitage	
51-C	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	N. S. Armitage	
	1	W. S. California	S. S. Belmont	North Avenue	
	1	W. S. California	Milwaukee	North Avenue	
21-C	1	P. R. W	Tower	E. S. Western	
	1	P. R. W	Tower	E. S. Western	
	1	E. S. Western	N. S. Roscoe	S. S. Addison	
	1	E. S. Western	N. S. Roscoe	N. S. Irving Pk	
	1	S. S. Addison	E. S. Western	W. S. Lincoln	
	1	S. S. Addison	W. S. Lincoln	C. L. Lincoln	
	1	W. S. Lincoln	Addison	N. S. Irving Pk	
	1	N. S. Irving Pk	E. S. Western	E. S. Lincoln	
	1	W. S. Lincoln	N. S. Irving Pk	S. S. Sunnyside	
29-C	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	S. S. Montrose	
	1	S. S. Montrose	W. S. Lincoln	S. S. Eastwood	
	1	Lincoln	S. S. Carmen	N. S. Lawrence	
	1	Lincoln	Lawrence	S. S. Eastwood	
	1	Lincoln	S. S. Eastwood	N. S. Sunnyside	
	1	S. S. Montrose	W. S. California	W. S. Lincoln	

FEEDER DETAILS.

of Cable 500 MCM	350 MCM	Feet 4 0	2 0	Cost New	Scrap Value	% Dep.	Dep.	Present Value
19498				$ 2,497.43	$ 1,624.16	12	$ 104.79	$ 2,392.64
		2596		306.33	189.51	13	15.19	291.14
	1938			391.48	230.62	15	24.13	367.35
	1254			253.31	149.23	12	12.49	240.82
	5316			1,073.83	632.60	14	61.77	1,012.06
	739			149.28	87.94	16	9.81	139.47
		1920		226.50	140.16	16	13.81	212.69
			1921	147.92	86.45	16	9.68	138.24
		2503		295.35	182.72	16	18.02	277.33
1919				545.00	328.15	15	32.53	512.47
1179				334.84	201.61	16	21.32	313.52
4650				1,320.60	795.15	10	52.54	1,268.06
1918				544.71	327.98	14	20.34	524.37
5319				1,510.60	909.55	14	84.15	1,426.45
330				93.72	56.60	15	5.57	88.15
6575				1,867.30	1,124.33	12	89.16	1,778.14
	330			66.66	39.27	14	3.83	62.83
	3950			797.90	470.05	12	39.35	758.55
	12997			2,625.39	1,546.64	18	194.17	2,431.22
		5800		684.40	423.40	18	46.98	637.42
5298				1,504.63	905.96	16	95.79	1,408.84
5299				1,504.92	906.13	14	83.83	1,421.09
2705				768.22	462.55	8	24.45	743.17
1283				364.37	219.39	16	21.60	342.77
	401			81.00	47.72	15	5.00	76.00
	7261			1,466.72	864.06	14	84.37	1,382.35
		2144		252.99	156.51	15	14.45	238.54
2716				771.34	464.44	17	52.17	719.17
448				127.23	76.61	14	7.09	120.14
11665				3,312.86	1,994.72	14	184.54	3,128.32
2716				771.34	464.44	16	49.10	722.24
		1890		223.92	137.97	15	12.89	211.03
	1241			250.68	147.68	14	14.42	236.26
475				134.90	81.23	14	7.51	127.39
448				127.23	76.61	15	7.74	119.49
7147				2,029.75	1,222.14	15	121.14	1,908.61
401				113.88	68.75	14	45.31	68.57
7635				2,168.34	1,305.59	14	120.78	2,047.56
10660				3,027.44	1,822.86	14	168.64	2,858.80
4805				1,364.62	821.66	15	81.44	1,283.18
2071				588.16	354.14	15	35.10	553.06
1938				550.39	331.40	15	34.32	516.07
1254				356.14	214.43	13	18.43	337.71
3958				1,124.07	676.82	12	53.67	1,070.40
3854				1,094.54	659.03	14	60.97	1,033.57
210				59.64	35.91	15	3.56	56.08
3044				864.50	520.52	18	60.12	804.38
2472				702.05	422.71	17	47.49	654.56
3239				919.88	553.87	16	58.56	861.32
460				130.64	78.56	15	7.80	122.84
6575				1,867.30	1,124.33	12	89.16	1,778.14
1793				509.21	306.60	16	32.42	476.79
1479				420.04	252.91	18	30.08	389.96
		1366		161.14	99.72	17	10.44	150.70
		692		81.66	50.52	17	5.29	76.37
4010				1,138.84	685.71	16	72.50	1,066.34

POSITIVE

Sec. No.	No. of Cables	Street	From	To	Length 1000 M.C.M.
40-C	1	N. S. Roscoe	Power House	California Av	
	1	California	N. S. Roscoe	S. S. Belmont	
	1	N. S. Belmont	W. S. California	River	
	1	S. S. Belmont	W. S. California	E. S. Albany	
	1	S. S. Belmont	E. S. Albany	F. S. Ridgeway	
	1	S. S. Belmont	E. S. California	River	
42-C	2	N. S. Roscoe	Power House	W. S. California	
	2	N. S. Roscoe	W. S. California	W. S. Elston	
	2	W. S. Elston	N. S. Roscoe	N. S. Irving Pk. Av	
	2	N. S. Irving Pk	W. S. Elston	W. S. Milwaukee	
	2	S. S. Irving Pk	W. S. Milwaukee	W. 51st Av	
	1	S. S. Irving Pk	W. S. 51st Av	W. 56th Av	
	1	S. S. Irving Pk	W. S. 51st Av	65th Av	
43-C	1	N. S. Roscoe	Power House	W. S. Elston	
	1	W. S. Elston	N. S. Roscoe	N. S. Irving Pk	
	1	S. S. Irving Pk	W. S. California	W. S. 47th Av	
	1	S. S. Irving Pk	W. S. Elston	W. S. California	
	1	S. S. Irving Pk	W. S. Elston	W. S. Francisco	
	1	S. S. Irving Pk	W. S. California	W. S. 46th	
44-C	1	P. R. W	Tower	E. S. Western	
	1	E. S. Western	N. S. Roscoe	N. S. Irving Pk	
	1	N. S. Irving Pk	W. S. California	Clark St	
	1	N. S. Irving Pk	Clark St	Evanston Av	
45-C	1	N. S. Roscoe	Power House	W. S. California	
	1	N. S. Roscoe	W. S. California	W. S. Elston	
	1	W. S. Elston	N. S. Roscoe	W. S. 40th	
	1	W. S. 40th	W. S. Elston	N. S. Montrose	
	1	N. S. Montrose	W. S. Elston	46th Av	
	1	N. S. Montrose	W. S. Elston	Mozart	
46-C	1	N. S. Roscoe	Power House	W. S. Elston	
	1	W. S. Elston	N. S. Roscoe	W. S. 40th	
	1	N. S. Lawrence	4 Sp. W. River	Springfield	
	1	W. S. 40th	W. S. Elston	N. S. Lawrence	
	1	N. S. Lawrence	3 Sp. E. Milwaukee	Springfield	
47-C	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	S. S. Montrose	
	1	S. S. Montrose	W. S. California	W. of Clifton	
48-C	1	N. S. Roscoe	Power House	W. S. California	
	1	W. S. California	N. S. Roscoe	S. S. Montrose	
	1	S. S. Montrose	W. S. California	W. S. Western	
50-C	1	N. S. Roscoe	Power House	W. S. Elston	
	1	W. S. Elston	N. S. Roscoe	W. S. 40th	
	1	W. S. 40th	W. S. Elston	N. S. Lawrie	
	1	W. S. 40th	N. S. Lawrie	Foster	
41-C	1	S. S. Armitage	W. S. California	E. of Hamlin	
	1	S. S. Armitage	E. of Hamlin	E. of 41st Av	
	1	S. S. Armitage	E. of 41st Av	E. of Tripp	
34-C	1	W. S. Grand	S. S. North	E. of C. M. & St. P.	
	1	C. of North	W. S. California	Lawndale	
	1	C. of North	Lawndale	W. S. Grand	
	1	C. of North	W. S. California	41st Ct	

FEEDER DETAILS.

o' Cable 500 MCM	350 MCM	Feet 4 0	2 0	Cost New	Scrap Value	% Dep.	Dep	Present Value
	401			$ 81 00	$ 47 72	15	$ 4 99	$ 76 01
	1286			259.77	153.03	16	17.08	242.69
		1201		141.72	87.67	18	9.73	131.99
	3123			630 85	371.64	18	95 65	584.19
		4431		522.85	323.46	17	33.90	488.95
		1201		141.72	87.67	18	9.73	131.99
	896			180.99	106.62	15	11 16	169.83
	1356			273.91	161 36	14	15 76	258.15
	12160			2,456.32	1,447.04	20	201.86	2,254.46
	15496			3,130.19	1,844 02	18	231.51	2,898.68
	4312			871.02	513.13	16	57.26	813.76
		3141		370.64	229.29	16	22.62	348 02
		9578		1,130.20	699 19	16	68 96	1,061 24
	1926			389.05	229.19	15	23 98	365.07
	6080			1,228.16	723.52	18	90.84	1,137.32
		12715		1,500.37	928.20	16	91 55	1,498.82
		5719		674.84	417.49	16	41.18	633 66
		5108		602.74	372.88	17	39.08	563.66
		12209		1,440.66	891.26	16	87.90	1,352.76
1938				550.39	331.40	15	32.85	517.54
3958				1,124.07	676.82	12	53.67	1,070.40
11707				3,324.79	2,001.90	18	238.12	3,086.67
		1290		152.22	94.17	18	10.45	141.77
	345			69.69	41.06	15	4.29	65.40
	1478			298.56	175.88	16	19.63	278.93
	9188			1,855.98	1,093.37	18	137.27	1,718.71
	527			106.45	62.71	16	10.20	96.25
		4374		516.08	319.30	17	33 45	482.63
		8206		968.31	599.04	16	59.08	909.23
	1879			379.56	222.60	14	21.97	357.59
	9188			1,855.98	1,093.37	18	137.27	1,718.71
		12558		1,481.84	916.73	17	96.07	1,385.77
	3226			651 55	383.89	16	43 79	607.76
		9016		1,063.89	658.17	17	68.97	994.92
	330			66.66	39.27	15	4 11	62.55
	6575			1,328.15	782.43	12	65 49	1,262.66
		9903		1,168.55	722.92	15	66.85	1,101.70
	330			66.66	39.27	14	3.84	62.82
	6575			1,328 15	782.43	12	65 49	1,262 66
	2658			536.92	316.30	13	28.68	508 24
	1926			389.05	229.19	13	20 78	368.27
	9188			1,855.98	1,093.37	17	129 64	1,726 34
	3226			651.55	383.89	16	43.79	607 76
		2657		313.53	193 95	16	19.13	294.49
6460				1,834.64	1,104.66	15	109.49	1,725 15
	2007			405.41	278 83	15	24 99	380.42
		1160		141.88	84.68	15	8 58	133.30
	3862			780.12	459.58	10	32.05	748 07
6024				1,710.82	1,030.10	14	95.30	1,615.52
4565				1,296.46	780.62	14	72 22	1,224 24
9048				2,569.63	1,547.21	14	143.14	2,426.49

POSITIVE

Sec. No.	No. of Cables	Street	From	To	Length 1000 M.C.M.
Edgewater Power House			Rubber Covered		120
Edgewater Power House			Weather Proof		.....
Edgewater Power House			Weather Proof		.....
California Power House			Weather Proof		.....
California Power House			Weather Proof		.....
California Power House					.....
California Power House					.....
Tunnel			Lead Covered		.....
Tunnel			Weather Proof		.....
Tunnel			Lead Covered		.....
Tunnel			Weather Proof		.....
Tunnel					.....
TOTAL*					.....

*For net amount, see Feeder Detail Summary and Allowances, page 451.

FEEDER DETAILS.

of Cable 590 MCM	350 MCM	Feet 4/0	2/0	Cost New	Scrap Value	% Dep.	Dep.	Present Value
				$ 61.68	$ 41.28	2	$ 11	$ 61.27
1473				418.33	251.88	2	3.33	415.00
	575			116.15	68.43	2	.95	115.20
2672				758.85	456.91	2	6.04	752.81
	2481			501.16	295.24	2	4.12	497.04
		130		15.34	9.49	2	.12	15.22
			54	4.16	2.43	2	.03	4.13
1521				958.23	260.09	3	20.94	937.29
4035				1,145.94	689.99	15	68.39	1,077.55
	1834			928.00	218.35	3	21.29	906.71
	704			142.21	83.78	15	8.76	133.45
		24		2.83	1.75	5	.54	2.29
				$253,395.98	$155,497.09		$15,246.74	$238,149.24

POSITIVE

Cicero & Proviso Lines

Sec. No.	No. of Cables	Street	From	To
1-P	1	Lake St	60th Ave	E. S. 48th Ave
	1	W. S. 48th Ave	Lake St	Washington Boul
2-P	1	N. S. Madison	60th Ave	Central Ave
	1	N. S. Madison	60th Ave	E. S. 48th Ave
3-P	1	N. S. 12th St	60th Ave	46th Ave
	1	N. S. 12th St	46th Ave	40th Ave
	1	E. S. 40th Ave	N. S. 12th St	N. S. Colorado
5-P	1	W. S. 48th Ave	N. S. Lake St	N. S. Madison
	1	N. S. Madison	W. S. 48th Ave	E. S. 40th Ave
	1	N. S. Lake St	60th Ave	48th Ave
6-P	1	N. S. Lake St	60th Ave	E. S. Pine Ave
8-P	1	N. S. Lake St	60th Ave	48th Ave
9-P	1	N. S. Chicago	60th Ave. 1 Sp	W. S. 51st Ave
	1	N. S. Chicago	60th Ave	E. S. 48th Ave
	1	E. S. 48th	N. S. Chicago 4 Sp	N. S. Lake St
12-P	1	N. S. Chicago	60th Ave	48th Ave
Lake St. "L" No. 4	1	Lake St	60th Ave	W. of Central
	1	Lake St	60th Ave	W. of 52nd Ave
14-P	1	Lake St	60th Ave	48th Ave
	1	W. S. 48th Ave	Lake St	12th St
	1	W. S. 48th Ave	Lake St	12th St
	1	N. S. Lake St	E. of 52nd	W. of 50th Ave
18-P	1	N. S. 12th St	60th Ave	W. of 52nd Ave
	1	N. S. 12th St	W. of 52nd	46th Ave
	1	N. S. 12th St	46th Ave	E. S. of 41st Ave
22-P	1	S. S. Harrison	W. of 48th	60th Ave
	1	W. S. 52nd Ave	N. of Wash. Boul	12th St

FEEDER DETAILS.

Inside City Limits.

Length of Cable 500 MCM	350 MCM	Feet 4/0	2/0	Cost New	Scrap Value	% Dep.	Dep.	Present Value
8181				$ 2,446.12	$ 1,398.95	18	$ 188.49	$ 2,257.63
		1843		235.90	134.54	15	15.20	220.70
		2410		308.48	175.93	20	26.61	281.97
		7974		1,020.67	582.10	20	87.71	932.96
	10148			2,202.12	1,207.61	18	179.01	2,023.11
	733			159.06	87.23	18	12.93	146.13
	2792			605.86	332.25	16	43.78	562.08
2224				664.98	380.30	15	42.70	622.28
5394				1,612.81	922.37	20	138.09	1,474.72
	8181			1,775.28	973.54	18	144.31	1,630.97
	2553			554.00	303.81	18	44.13	509.87
8181				2,446.12	1,398.95	18	188.49	2,257.63
		5800		742.40	423.40	15	47.85	694.55
		7999		1,023.87	583.93	15	65.99	957.88
		2584		330.75	188.63	15	21.32	309.43
7999				2,391.70	1,367.83	15	153.58	2,238.12
2536				758.26	433.26	18	58.43	699.83
4958				1,482.44	847.22	18	114.23	1,368.21
8181				2,446.12	1,398.95	18	188.49	2,257.63
	7516			1,630.97	894.40	15	110.48	1,520.49
7516				2,247.28	1,285.24	15	141.31	2,105.97
693				207.21	118.50	18	21.33	185.88
	4908			1,065.04	584.05	18	88.58	976.46
		4540		581.12	331.42	18	44.95	536.17
		3039		388.00	221.85	18	30.08	358.91
	7535			1,635.10	896.66	16	118.15	1,516.95
	5979			1,297.44	711.50	16	93.75	1,203.69
55863	50345	36189		$ 32,260.09	$ 18,185.42		$ 2,409.87	$ 29,850.22

COMPARATIVE STATEMENT OF NEGATIVE FEEDER LENGTHS.

Sections as Per Feeder Details	1000 M. C. M. T.V.C.	1000 M. C. M. C.C.T.	500 M. C. M. T.V.C.	500 M. C. M. C.C.T.	350 M. C. M. T.V.C.	350 M. C. M. C.C.T.	4 0 T.V.C.	4 0 C.C.T.	2 0 T.V.C.	2 0 C.C.T.	Total Length T.V.C.	Total Length C.C.T.	% Found
Edgewater Power House:													
Section 1-N			15029	14878							15029	14878	101
Section 26-N					10380	11620	2998	2954			13378	14674	95
Section 27-N			360	700	4004	3768					4364	4468	98
Section 28-N-A					360	250					360	250	140
Section 49-N									8459	8209	8459	8209	103
Power House	350	350	240		23675	23433	6244	6125			30509	29908	102
California Ave. Power House:													
Section 10-C							180	1306	2940	1214	3120	2520	124
Section 15-A-C									5547	5850	5547	5850	95
Section 22-C			4992	4851	2596	2625					7588	7476	101
Section 24-C					4067	4134	2894	2797			6961	6931	101
Section 28-B					1658	1590	10996	11010			12654	12600	101
Section 35-C							2388	2774			2388	2774	83
Riverview Park			450	450							450	450	100
Trunk Lines			54857	58166	47572	43494	34623	31402	6491	2990	143543	136052	105
Section 1-C							2472	2400			2472	2400	103
Section 3-C					5158	5239					5158	5239	99
Section 4-C							6527	6394			6527	6394	102
Section 6-C									2382	2279	2382	2279	104
Section Old 16-C					5610	5520			2515	3428	8125	8948	91
Section 40-C									1241	1238	1241	1238	100
Section 42-C					7748	7500	9895	9739			17643	17239	102
Section 43-C									5108	5073	5108	5073	101
Section 44-C			12997	12720							12997	12720	102
Section 45-C								11200	12580		12580	11200	112
Section 47-C							3606	5775	2023		5629	5775	98
Section 50-C					3226	3210	2657	2630			5883	5840	101
Special—P. R.			1885	1940							1885	1940	97

Section 10 Idle			1622	1594	1118	1180	1344	1449	679	570	4763	4793	100
Section 11 Old			2235				2910	5543			5145	5543	93
Section 37-C								1050				1050	0
Section 12-C									2480	2640	2480	2640	94
Section 13-C										2812		2812	0
Section 23-C-6-L			7839	2659	10725	9279					18564	11938	155
Main Neg. Pipe Line to P. H.	1785	3644	14671	13914		1405	8381	7085			24837	26048	95
From Pipe Line to P. H.			5092	8180	9150	6627	871	1065			15113	15872	96
From Tower			1971	1922							1971	1922	103
From Bare	4890	5444									4890	5444	90
Section 36-C			3556	3556	1857	1857					5413	5413	100
Section 41-C					4048	4048					4048	4048	100
Edgewater P. H.	1000		85		50						1135		
California P. H. and Tunnel	2049	3280	434	1140			40				2523	4420	57
California P. H. and Tunnel L. C.			369								369		
*Totals	10074	12718	128684	126770	143002	136779	99028	112698	52445	36303	133233	125268	102

*For net amount see Feeder Detail Summary and Allowances Page 451.

NEGATIVE

Sec. No.	No. of Cables	Street	From	To	Length 1000 M.C.M.
		Edgewater Power House.			
1-N	1	Alley and Devon Av.	Power House	W. S. Clark St	
	1	Clark St	N. S. Devon Ave	C. L. Howard Ave	
26-N	1	Lawrence Ave	Alley E. of Evanston	W. S. Clark St	
	1	Clark St	N. S. Lawrence	S. S. Addison St	
	1	Clark St	S. S. Cornelia	W. S. Halsted	
27-N	1	Bryn Mawr	W. S. Clark	W. S. Evanston Ave.	
	1	Evanston Ave.	W. S. Bryn Mawr	1st Span S. of Power House	
	1	Evanston Ave.	W. S. Evanston	Power House	
28-AN	1	Evanston Ave.	Power House	W. S. Evanston Ave.	
49-N	1	Robey St	1st Span S. of Warner Ave	S. S. Montrose	
	1	Robey St	N. S. Lawrence	N. S. Balmoral	
	1	Balmoral Ave.	W. S. Robey	E. S. East Ravenswood Pk	
	1	E. Ravenswood Pk.	N. S. Balmoral	N. S. Bryn Mawr	
Main Neg.	1	Power House	Roof	E. Bldg. Line	Bare 350
	1	Evanston Ave.	Power House	N. S. Lawrence	
	1	Evanston Ave.	N. S. Lawrence	S. S. Clifton	
	1	Evanston Ave.	S. S. Clifton	S. S. Wilson	
	1	Alley E. of Evanston	Power House	Alley	
	1	Alley and Devon	Alley	Pratt Ave	
	1	Clark St	Pratt Ave	C. L. Howard Ave	
1-C	1	Alley and Wisner	S. S. Belmont	Milwaukee	
3-C	1	C. of Milwaukee	S. S. Belmont	N. of 44th Ave	
4-C	1	C. of Milwaukee	N. of 44th Ave	N. of Montrose	
6-C	1	Milwaukee Ave	N. of Montrose	N. of Roberts Court	
Old16C	1	Webster	E. of Orchard	W. of Seminary	
	1	Fullerton	E. S. of Halsted	W. S. of Clybourn	
40-C	1	Belmont Ave	W. S. of California	River	
42-C	1	N. S. of Irving Pk.	W. S. of Elston	W. S. of Milwaukee	
	1	N. S. of Irving Pk.	W. S. of Milwaukee	63rd Ave	
43-C	1	N. S. of Irving Pk.	W. S. of Elston	W. of Francisco	
44-C	1	N. S. of Irving Pk.	W. S. of California	W. S. of Evanston	
	1	Western Ave	Addison	Irving Pk	
45-C	1	N. S. of Montrose	Mozart	46th Ave	
47-C	1	S. S. of Montrose	W. S. of Robey	Clark St	
	1	S. S. of Montrose	Clark St	W. of Clifton	
50-C	1	W. S. 40th Ave	N. S. Elston	N. S. Lawrence	
	1	W. S. 40th Ave	N. S. Lawrence	Foster Ave	
Main Neg.	2	N. S. Roscoe	Power House	E. S. California	
Main Neg.	1	E. S. California	S. S. Roscoe	S. S. Belmont	
	1	E. S. California	N. S. Roscoe	S. S. Elston	
	1	N. S. Roscoe	Power House	W. S. Elston	
	1	S. S. Belmont	E. S. California	E. Central Park	
	1	W. S. Elston	E. S. California	S. Washtenaw	
	1	Belmont	E. S. California	E. S. Whipple	
Neg.	2	P. R. W	Tower	E. S. Western	3570
	1	P. R. W	Tower	W. S. Western	
	4	N. S. Roscoe	Power House	W. S. California	1320

FEEDER DETAILS.

of Cable 500 MCM	350 MCM	Feet 4 0	2 0	Cost New	Scrap Value	% Dep.	Dep.	Present Value
7093				$ 2,014.41	$ 1,212.90	10	$ 80.15	$ 1,934.26
7936				2,253.82	1,357.06	14	125.54	2,128.28
	1918			387.44	228.24	15	23.88	363.56
	8462			1,709.32	1,206.98	14	98.33	1,610.99
		2998		353.67	218.85	12	16.19	337.57
	2526			510.25	300.57	8	16.77	493.48
	1478			298.56	175.88	14	17.17	281.39
360				102.24	61.56	16	6.51	95.73
	360			72.72	42.84	16	4.78	67.94
			1780	137.06	80.10	10	5.70	131.36
			3998	307.85	179.91	8	10.24	297.61
			1405	108.19	63.23	8	3.60	104.59
			1276	98.25	57.42	10	4.08	94.17
				170.10	120.40			170.10
	14022			2,832.34	1,668.62	14	162.94	2,669.50
	656			132.51	78.06	15	8.17	124.34
		795		93.81	58.04	18	6.44	87.37
240				68.16	41.04	10	2.71	65.45
	8997			1,817.39	1,070.64	12	89.61	1,727.78
		5449		642.98	397.78	17	41.68	601.30
		2472		291.70	180.46	16	17.80	273.90
	5158			1,041.92	613.80	14	59.94	981.98
		6527		770.19	476.47	14	41.11	729.08
			2382	183.50	107.19	15	14.45	169.05
			2515	193.66	113.18	15	12.07	181.59
	5610			1,133.22	667.59	16	74.50	1,058.72
			1241	95.56	55.85	18	7.14	88.42
	7748			1,565.10	922.01	17	109.32	1,455.78
		9895		1,167.61	722.34	16	71.24	1,096.37
			5108	393.32	229.86	18	29.42	363.90
12997				3,691.15	2,222.49	14	205.61	3,485.54
			12580	968.66	566.10	16	64.41	904.25
		3606		425.51	263.24	16	25.96	399.55
			2023	155.77	91.04	16	10.36	145.41
	3226			651.65	383.89	16	42.84	608.81
		2657		313.53	193.96	18	21.52	292.01
608				172.67	103.97	15	10.30	162.37
1244				353.30	212.74	14	33.68	319.62
1422				403.85	243.16	14	22.50	381.35
1818				516.31	310.88	15	30.81	485.50
	5839			1,179.48	694.84	17	82.39	1,097.09
		871		102.78	63.58	18	7.06	95.72
	3311			668.82	275.01	18	70.89	597.93
				1,735.02	1,228.08			1,735.02
1817				516.03	310.71	15	30.79	485.24
				641.52	454.08			641.52

NEGATIVE

Sec. No.	No. of Cables	Street	From	To	Length 1000 M.C.M.
Neg.	2	P. R. W.	E. S. California	W. S. California	
10	1	C. L. North Ave.	W. S. California	Maplewood	
Idle	1	C. L. North Ave.	Maplewood	E. S. Western	
	1	S. S. North Ave.	E. S. Western	E. S. Leavitt	
	1	S. S. North Ave.	E. S. Leavitt	E. S. Hoyne	
Old 11	1	N. S. North Ave.	E. S. Robey	Paulina	
	1	N. S. North Ave.	Paulina	E. S. Elston	
	1	N. S. North Ave.	E. S. Elston	River	
10-C	1	W. S. Western	S. S. Milwaukee	St. Paul Ave	
	1	W. S. Western	St. Paul Ave	S. North Ave	
15-AC	1	S. S. Fullerton	W. S. California	Robey	
22-C	1	S. S. Belmont	E. S. Western	W. S. Robey	
	1	S. S. Roscoe	E. S. Western	W. S. Robey	
	1	S. S. Roscoe	W. S. Western	Irving Place	
	1	W. S. Robey	S. S. Roscoe	S. S. Belmont	
24-C	1	A. N. Belmont	E. S. Halsted	W. S. Evanston	
	1	W. S. Evanston	Alley	Clark St	
	1	W. S. Evanston	Alley	Gary Place	
28-B	1	E. S. Halsted	N. S. Belmont	Alley N. of Belmont	
	1	E. S. Halsted	A. N. Belmont	N. S. Lawrence	
	1	W. S. Halsted	N. S. Bryn Mawr	Power House	
35-C	1	N. S. Armitage	W. S. California	Milwaukee	
36-C	1	C. L. North Ave.	W. S. California	W. S. Spaulding	
	1	C. L. North Ave.	W. Spaulding	W. S. Central Pk.	
Riverview Park	1	In Riverview Park	Feeder Line	Switchboard	
12	1	E. S. Robey	S. S. Fullerton	N. S. Armitage	
23-C-6	1	N. S. Belmont	W. S. Robey	E. S. Halsted	
	1	N. S. Belmont	N. Racine	E. S. Halsted	
	1	N. S. Belmont	E. S. Western	N. S. Racine	
Main Neg. Pipe Line	1	P. R. W.	Tower	W. S. Western	1785
	1	P. R. W.	Tower	W. S. Western	
	1	S. S. Roscoe	E. S. Western	W. S. Robey	
	1	W. S. Robey	S. S. Roscoe	S. S. Belmont	
	1	E. S. Western	S. S. Roscoe	N. S. Belmont	
Main Neg Pipe Line	1	E. S. Western	S. S. Roscoe	S. S. Belmont	
	1	N. S. Belmont	E. S. Western	W. S. Robey	
	1	S. S. Belmont	E. S. Western	E. S. Ashland	
	1	S. S. Clybourn Ave.	S. S. Belmont	N. S. Hoyne	
	1	S. S. Clybourn Ave.	S. S. Belmont	N. S. Fullerton	
Special P.R.	1	N.S. Fullerton	E. S. Southport	2 Sps. E.	
	1	E. S. Southport	N. S. Fullerton	N. S. Clybourn	
41-C	1	S. S. Armitage	W. S. California	W. of Kimbal	
TrunkL	1	W. S. California	N. S. Roscoe	N. S. Irving Pk.	
	1	W. S. California	N. S. Roscoe	S. S. Montrose	
	1	W. S. California	N. S. Roscoe	S. S. Montrose	

FEEDER DETAILS.

of Cable 500 MCM	350 MCM	Feet 4/0	2/0	Cost New	Scrap Value	% Dep.	Dep.	Present Value
154			8	$ 43.74	$ 26.33	15	$ 2.61	$ 41.13
1622				460.65	277.36	16	29.17	431.48
	1118			225.84	133.04	16	14.85	210.99
		1344		158.59	98.11	15	9.07	149.52
			679	52.28	30.56	17	4.09	48.19
		1680		198.24	122.64	18	13.61	184.63
2235				634.74	382.19	17	42.76	591.98
		1230		145.14	89.79	16	8.86	136.28
		180		21.24	13.14	16	1.30	19.94
			2940	226.38	132.30	15	14.11	212.27
			5547	427.12	249.62	22	39.05	388.07
2596				737.26	443.92	17	49.87	687.39
	2596			524.39	308.92	15	32.32	492.07
1043				296.21	178.35	14	16.50	279.71
1353				394.25	231.36	14	21.40	362.85
	1246			251.69	148.27	13	13.44	238.25
	2821			569.84	335.70	12	28.10	541.74
		2894		341.49	211.26	12	15.63	325.86
	180			36.36	21.42	14	2.09	34.27
		10996		1,297.53	802.71	10	49.48	1,248.05
	1478			298.56	175.88	17	20.86	277.70
		2388		281.78	174.32	16	17.19	263.59
3556				1,009.90	608.08	14	56.25	953.65
	1857			375.11	185.28	14	26.58	348.53
450				127.80	76.95	12	6.10	121.70
			2480	190.96	111.60	8	6.35	184.61
	8000			1,616.00	952.00	17	112.94	1,503.06
	2725			550.45	324.28	17	55.13	495.32
7839				2,226.28	1,340.47	18	159.45	2,066.83
				867.51	614.04			867.51
1893				537.61	323.70	16	34.23	503.38
2596				737.26	443.92	15	44.00	693.26
1124				319.22	192.20	16	20.32	298.90
		1281		151.16	93.51	17	9.80	141.36
1359				385.96	232.39	16	24.57	361.39
2596				737.26	443.92	17	49.87	687.39
2661				755.72	455.03	18	54.12	701.60
2442				693.53	417.58	20	55.19	638.34
		7100		837.80	518.30	18	57.51	780.29
260				73.84	44.46	15	4.41	69.43
1625				461.50	277.88	12	22.03	439.47
	4048			817.70	481.71	15	50.38	767.32
3950				1,121.80	675.45	14	62.49	1,059.31
6575				1,867.58	1,124.33	12	89.19	1,778.39
1533				435.37	262.14	12	20.79	414.58

NEGATIVE

Sec. No.	No. of Cables	Street	From	To	Length 1000 M.C.M.
Trunk L.	1	W. S. California.	N. S. Roscoe	S. S. Montrose	
	1	W. S. California	N. S. Roscoe	S. S. Montrose	
	1	W. S. California	N. S. Roscoe	S. S. Montrose	
	1	W. S. California	S. S. Belmont	C. L. North Ave	
	1	W. S. California	S. S. Elston	Armitage Ave	
	1	W. S. California	S. S. Elston	S. S. Milwaukee	
	1	W. S. California	S. S. Milwaukee	S. S. Armitage	
	1	W. S. Elston	E. S. California	N. S. Rawson	
	1	W. S. Elston	N. Rawson	N. S. Fox Pl	
	1	W. S. Elston	E. S. California	Clybourn Pl	
	1	W. S. Elston	Clybourn Pl	N. S. Rawson	
	1	N. S. Roscoe	W. S. California	W. S. Elston	
	1	N. S. Roscoe	W. S. California	W. S. Elston	
	1	W. S. Elston	N. S. Roscoe	W. S. 40th Ave	
	1	W. S. Elston	N. S. Roscoe	N. S. Irving Pk	
	1	S. S. Belmont	W. S. Elston	A. E. Kimbal	
	1	W. S. Elston	N. S. Irving	W. S. 40th Ave	
	1	E. S. Western	E. S. Addison	S. S. Belmont	
	1	E. S. Western	W. S. Western at Roscoe	N. S. Belmont	
	1	E. S. Western	S. S. Roscoe	S. S. Addison	
	1	S. S. Belmont	E. S. California	W. S. Milwaukee	
	1	S. S. Addison	E. S. Western	W. S. Lincoln	
	1	S. S. Addison	E. S. Western	E. S. Ashland	
	1	S. S. Addison	E. S. Ashland	E. S. Southport	
	1	N. S. Bryn Mawr	E. S. Ravenswood	W. S. Evanston	
	1	W. S. Elston	N. Division	N. S. Milwaukee	
	1	W. S. Elston	N. Fox Pl	S. S. Division	
	1	W. S. Elston	S. Division	N. S. Cornell	
Edgewater Power House					1000
Edgewater Power House					
Edgewater Power House					
California Power House					960
California Power House					
Tunnel					1089
Tunnel					
Tunnel					
Tunnel					
				Total	

*For net amount see Feeder Detail Summary and Allowances, page 451.

FEEDER DETAILS.

of Cable 500 MCM	350 MCM	Feet 4 0	2 0	Cost New	Scrap Value	% Dep.	Dep.	Present Value
	5042			$ 1,018.48	$ 630.00	12	$ 50.22	$ 968.26
		6600		778.80	481.80	13	38.61	740.19
		6575		775.85	479.98	14	41.42	734.43
10739				3,049.88	1,836.37	14	169.89	2,879.99
6023				1,710.53	1,029.93	14	95.28	1,615.25
	5858			1,183.32	697.10	15	72.93	1,110.39
		2395		282.61	174.84	15	16.18	266.43
12056				3,423.90	2,061.58	18	245.22	3,178.68
		1176		138.77	85.85	19	10.05	128.72
	12060			2,436.12	1,435.14	18	180.19	2,255.93
			1719	132.36	77.36	18	11.70	120.66
1478				419.75	252.74	16	26.72	393.03
		1478		174.40	107.89	15	9.98	164.42
		9104		1,074.27	664.59	18	73.74	1,000.53
6080				1,726.72	1,039.68	17	116.80	1,609.92
		5115		603.57	373.40	12	27.62	575.95
	3108			627.82	369.85	18	46.43	581.39
2569				729.60	439.30	12	34.84	694.76
	1281			258.76	152.44	12	12.76	246.00
	1375			277.75	163.63	13	14.84	262.91
	4149			838.10	493.73	11	37.88	800.22
3854				1,094.54	659.03	14	60.97	1,033.57
	5316			1,073.83	632.60	13	57.36	1,016.47
		1280		151.04	93.44	12	6.91	144.13
	4107			829.61	488.73	12	40.91	788.70
	5276			1,065.75	627.84	16	70.06	995.69
		902		106.44	65.85	18	7.31	99.13
			4772	367.44	214.74	18	27.49	339.95
				486.00	344.00			486.00
85				24.14	14.54	2	.19	23.95
	50			10.10	5.95	2	.08	10.02
				466.56	330.24			466.56
410				116.44	70.11	2	.93	115.41
				529.25	374.62			529.25
		40		4.72	2.92	5	.09	4.63
24 WP				6.82	4.10	5	.14	6.68
369 LC				232.47	63.10	3	.51	231.86
				$ 86,189.04	$ 52,294.90		$ 4,894.91	$ 81,294.13

NEGATIVE

Cicero & Proviso Lines

Sec. No.	No. of Cables	Street	From	To
1-P	1	W. S. 48th Ave	Lake St. "L"	N. S. Madison St
2-P	1	N. S. Madison	60th Ave	W. S. of Baird Ave
5-P	1	N. S. Madison	W. S. 48th Ave	E. S. of 42d Ave
.....	1	N. S. Madison	E. S. of 42d Ave	E. S. of 40th Ave
6-P	1	N. S. Lake	60th Ave	E. S. Pine St
9-P	1	N. S. Chicago	60th Ave	48th Ave
.....	1	48th Ave	N. S. Chicago	Lake St. "L"
10-P Lake St. "L No. 1	1	Lake St	60th Ave	W. S. of 52d Ave
14-P	1	W. S. 48th Ave	N. S. Madison	12th St
18-P	1	N. S. 12th St	60th Ave	E. S. 48th
18-P	1	N. S. 12th St	E. S. 48th	E. S. 40th

FEEDER DETAILS.

Inside City Limits.

Length of Cable Feet				Cost	Scrap	%		Present
500 MCM	350 MCM	4/0	2/0	New	Value	Dep.	Dep.	Value
2248	.....	.....	.....	$ 672.15	$ 384.41	15	$ 43.16	$ 628.99
.....	3219	.....	.....	698.52	383.06	20	63.09	635.43
.....	4035	.....	.....	875.60	480.16	20	79.09	796.51
.....	.....	1326	.....	169.73	96.80	20	14.58	155.15
.....	.....	2549	.....	326.27	186.08	18	25.23	301.04
.....	.....	7999	.....	1,023.87	583.93	15	65.99	957.88
.....	.....	2484	.....	317.95	181.33	15	20.43	297.46
4958	.....	.....	.....	1,482.44	847.82	18	114.23	1,368.21
5268	.....	.....	.....	1,572.14	900.83	15	100.70	1,471.44
.....	8071	.....	.....	1,751 41	960.45	18	142.37	1,609.04
.....	.....	5295	.....	677.76	386.54	18	52.42	625.34
12474	15325	19653	.....	$ 9,567.84	$ 5,391.41	.....	$ 721.35	$ 8,846.49

FEEDER EQUIPMENT DETAILS—PART 1.

Straight Line, Sections 1 to 15, inclusive.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Cross Arms	2	10-Pin Wood		$ 1.70			$ .77	$ .93
Cross Arms	26	8-Pin Wood		18.20		45	8.19	10.01
Cross Arms	536	6-Pin Wood		268.00		45	120.60	147.40
Cross Arms	599	4-Pin Wood		160.80		45	72.36	88.44
Cross Arms	9	2-Pin Wood		2.25		45	1.01	1.24
Cross Arms	516	6-Pin Iron	6″	1,496.40		45	673.38	823.02
Cross Arms	528	4-Pin Iron	6″	1,214.40		45	546.48	667.92
Cross Arms	479	2-Pin Iron	4″	718.50		45	323.33	395.17
Pins	8,234	Wood		250.02		45	112.51	137.51
Pins	176	Iron		17.60		45	7.92	9.68
Insulators	3,203	Glass		256.24		45	115.31	140.93
Insulators	678	Iron T. T.		237.30		45	106.79	130.51
Insulators	318	Composition		111.30		45	50.09	61.21
Insulators	3,427	Screw Cap		1,199.45		45	539.75	659.70
Insulators	215	Porc. Spool		10.75		45	4.84	5.91
Brooklyns	922	Ex. Heavy		1,060.30		45	477.14	583.16
Pole Steps	800	Iron	8″ x $\frac{5}{8}$″	12.00		45	5.40	6.60
Cross Arm Braces	2,034		2′x1″x$\frac{1}{4}$″	101.70		45	45.77	55.93
Rings	29	Iron	Avg. 4″x$\frac{5}{8}$″	1.45		45	.65	.80
Clevises	12		3-lb	1.08		45	.49	.59
Spool Hangers	55	Dunce Cap I.	4-lb	6.60		45	2.97	3.63
Spool Clamps	140		5-lb	21.00		45	9.45	11.55
Collars	11	Ex. Heavy		8.25		45	3.71	4.54
Collars	10	Split		2.50		45	1.13	1.37
Collars	7	Solid		1.75		45	.79	.96
Guy Rod and Anchor	14		40′x1$\frac{1}{4}$″	210.00	$ 28.00	45	81.90	128.10
Turnbuckles	27		Av. 16″x$\frac{3}{4}$″	16.20		45	7.29	8.91
Eyebolts	100		12″x$\frac{5}{8}$″	5.00		45	2.25	2.75
Pipe	300′	Iron	2″	36.00		45	16.20	19.80
Pipe	1,750′	Iron	1$\frac{1}{4}$″	131.25		45	59.06	72.19
Wire	852′	Stranded	$\frac{1}{4}$″	5.54		45	2.49	3.05

Wire	13,609′	Stranded	$\frac{5}{8}$″	108.87		45	48.99	59.88
Wire	6,071′	Stranded	$\frac{3}{8}$″	60.71		45	27.32	33.39
Wire	8,566′	Stranded	$\frac{1}{2}$″	141.34		45	63.60	77.74
Wire	788′	Solid	No. 6	2.44		45	1.10	1.34
Wire	110′	Solid	No. 8	.20		45	.09	.11
Wire	100′	Solid	No. 10	.14		45	.06	.08
Lumber	537	B. M.		21.48		45	9.67	11.81
Feeder Taps to Span and Rail	350′	W. P.	1000 M.C.M.	192.85	120.40	45	32.60	160.25
Feeder Taps to Span and Rail	55,264′	W. P.	500 M.C.M.	15,694.98	9,450.14	45	2,810.18	12,884.80
Feeder Taps to Span and Rail	68,941′	W. P.	350 M.C.M.	13,926.08	8,203.98	45	2,574.95	11,351.13
Feeder Taps to Span and Rail	51,085′	W. P.	4 0	6,028.03	3,729.21	45	1,034.47	4,993.56
Feeder Taps to Span and Rail	37,643′	W. P.	2 0	2,898.51	1,693.94	45	542.06	2,356.45
Feeder Cut-out Switches	62	S.P.S.T.Q.B.	300 amp.	434.00		45	195.30	238.70
Lightning Arrester	1	Lord		6.00		45	2.70	3.30
Lightning Arrester	1	Garton		6.00		45	2.70	3.30
Lightning Arrester	3	Wort		18.00		45	8.10	9.90
Poles	3	Wood	7″- 60′	63.00	3.00	45	27.00	36.00
Poles	3	Wood	7″- 50′	51.00	3.00	45	21.60	29.40
Poles	1	Wood	6″- 50′	14.00	1.00	45	5.85	8.15
Poles	1	Wood	7″- 45′	13.60	1.00	45	5.67	7.93
Poles	27	Wood	7″- 40′	310.50	27.00	45	127.58	182.92
Poles	4	Wood	7″- 30′	34.00	4.00	45	13.50	20.50
Stubs	1		30′	10.15	1.00	45	4.12	6.03
Poles	4	Iron	6 7 8 9″ 58′	200.16	24.00	33⅓	59.37	140.79
Poles	1	Iron	6 7 8 9″ 45′	45.30	5.35	33⅓	13.46	31.84
Poles	2	Iron	6 7 8″ -35′	65.10	7.20	33⅓	19.31	45.59
Poles	2	Iron	5-6 7″ 35′	54.54	5.80	33⅓	16.41	38.13
Poles	2	Iron	6 7 8″ -30′	57.60	6.20	33⅓	17.32	40.28
Poles	1	Iron	5 6 7″ 30′	24.55	2.50	33⅓	7.43	17.12
Poles	4	Iron	5 6″ 30′	84.08	8.20	33⅓	25.57	58.51
Poles	2	Iron	4 5 6″ 28′	39.66	3.70	33⅓	12.12	27.54
				$ 48,190.40	$ 23,328.62		$ 11,130.42	$ 37,059.98
Special Labor, Incidentals and Waste at 5%				2,409.52	1,166.43		556.52	1,853.00
				$ 50,599.92	$ 24,495.05		$ 11,686.94	$ 38,912.98

FEEDER EQUIPMENT DETAILS—PART 2.

Cross Country Feeders.

Material In Place	Quantity	Kind	Size	Cost New	Scrap Value	% Dep	Dep.	Present Value
Cross Arms	27	10-Pin Wood	(Idle)	$ 22.95		45	$ 10.33	$ 12.62
Cross Arms	2	8-Pin Wood		1.40		45	.63	.77
Cross Arms	691	6-Pin Wood		345.50		45	155.48	190.02
Cross Arms	312	4-Pin Wood		93.60		45	42.12	5.48
Cross Arms	8	2-Pin Wood		2.00		45	.90	1.10
Brackets	39	1-Pin Wood		1.95		45	.88	1.07
Cross Arms	254	6-Pin Iron		736.60		45	331.47	405.13
Cross Arms	330	4-Pin Iron		759.00		45	341.55	417.45
Cross Arms	331	2-Pin Iron		496.50		45	223.43	273.07
Pine	6,803	Wood		204.09		49	91.84	112.25
Pine	35	Iron		3.50		45	1.58	1.92
Insulators	3,935	Glass TT		314.80		45	141.66	173.14
Insulators	1,621	Iron TT		567.35		45	255.31	312.04
Insulators	402	Composition		140.70		45	63.32	77.38
Insulators	64	Per Spool		3.20		45	1.44	1.76
Brooklyns	800	Ex. Heavy		920.00		45	414.00	506.00
Pole Steps	1,251	Iron	8″x$\frac{5}{8}$″	18.77		45	8.45	10.32
Cross Arm Braces	1,836	Iron	2″x1′x$\frac{1}{4}$″	91.80		45	41.31	50.49
Rings	21	Iron	Over 5″x1″	1.05		45	.47	.58
Spool Hangers	78	Dunce Cap C.I.	No. 4	9.36		45	4.21	5.15
Heavy Bands	5	Split		3.75		45	1.69	2.06
Guy Rod and Anchor	20		40′x1$\frac{1}{4}$″	300.00	$ 40.00	45	117.00	183.00
Turnbuckles	4		18″x$\frac{5}{8}$″	3.00		45	1.35	1.65
Turnbuckles	10		6″x1″	3.00		45	1.35	1.65
Eyebolts	22		Avg. 16″x$\frac{5}{8}$″	1.10		45	.50	.60
Pipe	410′		Avg. 2$\frac{1}{2}$″	77.90		45	35.06	42.84
Wire	1,442′	Stranded	$\frac{1}{4}$″	9.37		45	4.22	5.15
Wire	12,941′	Stranded	$\frac{5}{16}$″	103.53		45	46.59	56.94
Wire	3,957′	Stranded	$\frac{3}{8}$″	39.57		45	17.81	21.76
Wire	7,482	Stranded	$\frac{1}{2}$″	123.45		45	55.55	67.90
Wire	227′	Stranded	$\frac{3}{4}$″	4.54		45	2.04	2.50

Wire	1,082′	Solid.	No. 8	1.95		45	.88	1.07
Wire	570′	Solid.	No. 10	.80		45	.36	.44
Lumber	769	B. M.		30.76		45	13.84	16.92
Ground Taps	617	W. P.	500 M.C.M	175.23	105.51	45	76.37	98.86
Ground Taps	125	W. P.	350 M.C.M	25.25	14.88	45	4.67	20.58
Ground Taps	1,000	W. P.	4 0	118.00	73.00	45	20.25	97.75
Ground Taps	406	W. P.	2 0	31.26	18.27	45	5.85	25.41
Ground Taps	110	Bare	1,000 M.C.M.	51.48	37.84	5	6.82	44.66
Lightning Arresters	8	Garton		48.00		45	21.60	26.40
Lightning Arresters	2	Wort		12.00		45	5.40	6.60
Misc. Poles carrying Feeders only	2	Iron	6 7 8 30′	59.60	6.20	$33\frac{2}{3}$	18.00	41.60
Misc. Poles carrying Feeders only	2	Iron	6–7–8–9 50′	102.08	12.00	$33\frac{2}{3}$	30.36	71.72
Misc. Poles carrying Feeders only	2	Iron	6 7 8 40′	73.80	8.10	$33\frac{2}{3}$	22.14	51.66
Misc. Poles carrying Feeders only	2	Wood	7″ 40′	23.00	2.00	45	9.45	13.55
Misc. Poles carrying Feeders only	1	Wood	7″ 35′	10.15	1.00	45	4.12	6.03
Misc. Poles carrying Feeders only	1	Wood	8″ 35′	11.50	1.00	45	4.73	6.77
				$ 6,196.45	$ 319.80		$ 2,665.24	$ 3,531.21
Special Labor, Incidentals and Waste at 5%				309.82	15.99		133.26	176.56
				$ 6,506.27	$ 335.79		$ 2,798.50	$ 3,707.77

FEEDER EQUIPMENT DETAILS—PART 3.

Cross Country Pole Lines.

Street	From	To	Quantity	Kind	Size	When Inst'd	% Dep.	Cost New	Scrap Value	Dep.	Present Value
From California Ave.		Power House	In place								
Roscoe	Elston	River	1	Wood	8″-60′	1894	80	$ 21.00	$ 1.00	$ 16.00	$ 5.00
Roscoe	Elston	River	1	Wood	7″-50′	1894	80	17.00	1.00	12.80	4.20
Roscoe	Elston	River	1	Wood	8″-45′	1894	80	13.60	1.00	10.08	3.52
Roscoe	Elston	River	14	Wood	7″-40′	1894	80	161.00	14.00	117.60	43.40
Roscoe	Elston	River	2	Wood	7″ 30′	1894	80	17.00	2.00	12.00	5.00
California	Roscoe	Montrose	61	Wood	7″-40′	1897	65	701.50	61.00	416.33	285.17
California	Roscoe	Montrose	2	Iron	5 6-7 35′	1907	5	56.54	5.80	2.58	53.96
Western	Roscoe	IrvingPark	32	Wood	7″-40′	1895	75	368.00	32.00	252.00	116.00
Western	Roscoe	IrvingPark	2	Wood	7″ 35′	1895	75	20.30	2.00	13.73	6.57
Western	Roscoe	IrvingPark	2	Iron	5-6-7-35′	1904	12½	56.54	5.80	6.34	50.20
Western	Roscoe	IrvingPark	1	Iron	6 7 8-40′	1904	12½	36.90	4.05	4.11	32.79
Western	Roscoe	Irving Park	1	Iron	6-7-8-35′	1904	12½	33.55	3.60	3.74	29.81
P. R. W.	Tower	Western	3	Wood	8″-60′	1894	80	63.00	3.00	48.00	15.00
P. R. W.	Tower	Western	16	Wood	8″ 45′	1894	80	217.60	16.00	161.28	56.32
P. R. W.	Tower	Western	2	Wood	7″-40′	1894	80	23.00	2.00	16.80	6.20
P. R. W.	Tower	Western	1	Wood	7″ 35′	1894	80	10.15	1.00	7.32	2.83
P. R. W.	Tower	Western	2	Wood	Stubs-25′	1894	80	20.30	2.00	14.64	5.66
P. R. W.	Tower	Western	3	Iron	6-7-8-45′	1907	5	126.00	14.31	5.58	120.42
Addison	Western	Southport	1	Wood	7″-50′	1895	75	17.00	1.00	12.00	5.00
Addison	Western	Southport	1	Wood	8″-45′	1895	75	13.60	1.00	9.45	4.15
Addison	Western	Southport	1	Wood	7″-40′	1895	75	11.50	1.00	7.88	3.62
Addison	Western	Southport	27	Wood	7″-35′	1895	75	274.05	27.00	185.29	88.76
Addison	Western	Southport	1	Iron	5 6-7-45′	1907	5	33.15	3.56	1.48	31.67
Addison	Western	Southport	1	Iron	5 6 7-35′	1907	5	28.27	2.90	1.27	27.00
Addison	Western	Southport	23	Iron	5-6-7-35′	1904	12½	650.21	66.70	72.94	577.27
Addison	Western	Southport	1	Iron	5-6-7-30′	1895	35	25.55	2.50	2.88	22.67
Alley E. of Kimball & Wisner	Belmont	Milwaukee	21	Wood	8″-40′	1895	75	241.50	21.00	165.38	76.12

Wisner	Belmont	Milwaukee	1	Wood	8″-35′	1895	75	11.50	1.00	7.88	3.62
Wisner	Belmont	Milwaukee	3	Wood	Stubs 25′	1895	75	30.45	3.00	20.59	9.86
								$3,299.76	$302.22	$1,607.97	$1,691.79
From Edgewater Power House.											
Bryn Mawr.	E. Ravenswood	Evanston	13	Iron	4-5-6-30′	1897	30	281.19	26.00	76.56	204.63
Bryn Mawr.	E. Ravenswood	Evanston	20	Iron	4-5-6-35′	1897	30	477.40	46.00	129.42	347.98
Alley E. of											
Evanston	Power Hse.	Devon	1	Wood	8″ 45′	1904	30	13.60	1.00	3.78	9.82
Evanston	Power Hse.	Devon	31	Wood	7″-40′	1904	30	356.50	31.00	97.65	258.85
Evanston	Power Hse.	Devon	1	Iron	4-5-6-7-40′	1898	27½	30.40	3.20	7.48	22.92
Evanston	Power Hse.	Devon	3	Iron	4-5-6-30′	1898	27½	64.89	6.00	16.19	48.70
Evanston	Power Hse.	Devon	2	Iron	5-6-7-30′	1898	27½	51.10	5.00	12.68	38.42
Alley N. of											
Belmont	Evanston.	Halsted	12	Iron	5-6-7-30′	1899	25	306.60	30.00	69.15	237.45
								$1,581.68	$148.20	$412.91	$1,168.77
Total both companies								$4,881.44	$450.42	$2,020.88	$2,860.56

FEEDER EQUIPMENT DETAILS- PART 4.

Tower and Tunnel at California Ave. Power House.

Specifications	Quantity	Kind	Cost New	Scrap Value	When Inst'd.	% Dep.	Dep.	Present Value
Open cut	220 cu. yds	Excavation	$ 220.00		1894	25	$ 55.00	$ 165.00
Shaft	450 cu. yds	Excavation	1,800.00		1894	25	450.00	1,350.00
Tunnel	690 cu. yds	Excavation	1,725.00		1894	25	431.25	1,293.75
Tunnel	505 cu. yds	Brickwork	12,625.00		1894	25	3,156.25	9,468.75
Tunnel	35 cu. yds	Concrete	420.00		1894	25	105.00	315.00
Tunnel	3,000 lbs.	Struct. steel	105.00	$ 11.25	1894	25	23.44	81.56
Tunnel	1,500 lbs.	Iron ladder	60.00	5.65	1894	25	13.59	46.41
Tunnel	1 "	Wood shaft cover	50.00		1894	25	12.50	37.50
Tower	11.27 tons	Struct. steel	818.90	90.16	1894	25	182.19	636.71
			$ 17,823.90	$ 107.06			$ 4,429.22	$ 13,394.68
Special labor, incidentals and waste at 5%			$ 891.20	$ 5.35			$ 221.46	$ 669.74
			$ 18,715.10	$ 112.41			$ 4,650.68	$ 14,064.42

FEEDER EQUIPMENT DETAILS—PART 5.

Edgewater Power House.

Material in Place	Quantity	Kind	Size	Cost New	When Inst'd.	% Dep.	Dep.	Present Value
S. P. S. T. Knife switch	1	Quick break blade.	2¼"x1".	$ 10 00	1891	40	$ 4 00	$ 6 00
S. P. S. T. Knife switch	1		7¼"x¾".	30 00	1891	40	12 00	18 00
Switch panel	1	Slate.	5"x20"x1".	1 00	1891	40	40	60
Switch panel	1	Marble.	19"x11"x2"	2 50	1891	40	1 00	1 50
Spool clamps	417	Iron	2 lb.	25 02	1891	40	10 01	15 01
Tubes	22	Porcelain	2½"x 5".	2 20	1891	40	88	1 32
Tubes	5	Porcelain	2½"x10"	1 00	1891	40	40	60
				$ 71 72			$ 28 69	$ 43 03
Special labor, incidentals and waste at 5%				$ 3 59			$ 1 44	$ 2 15
				$ 75 31			$ 30 13	$ 45 18

FEEDER EQUIPMENT DETAILS—PART 6.

California Ave. Power House.

Material in Place	Quantity	Kind	Size	Cost New	When Inst'd.	% Dep.	Dep.	Present Value
Insulators	39	Screw cap		$ 13.65	1894	50	$ 6.83	$ 6.82
Insulators	785	Spool		39.25	1894	50	19.63	19.62
Knobs	6	Porcelain		.90	1894	50	.45	.45
Pins	30	Wood		.90	1894	50	.45	.45
Cable clamps	785	West		157.00	1894	50	78.50	78.50
Cable clips	20	Wood	3″x2″x3′	3.00	1894	50	1.50	1.50
Cable racks	18	Stand	36″x12′	126.00	1894	50	63.00	63.00
Bolts	20		4″x$\frac{1}{2}$″	7.20	1894	50	3.60	3.60
Lag bolts	160		$\frac{3}{4}$″x7″	4.00	1894	50	2.00	2.00
Lag bolts	1,570		$\frac{3}{8}$″x3$\frac{1}{2}$″	5.65	1894	50	2.83	2.82
Conduit	104	ft. pipe	1$\frac{1}{4}$″	15.60	1894	50	7.80	7.80
Canopies	13	Steel	1$\frac{1}{2}$″x6″x6″	3.25	1894	50	1.63	1.62
				$ 376.40			$ 188.22	$ 188.18
Special labor, incidentals and waste at 5%				$ 18.82			$ 9.41	$ 9.41
				$ 395.22			$ 197.63	$ 197.59

FEEDER EQUIPMENT DETAILS—PART 7.

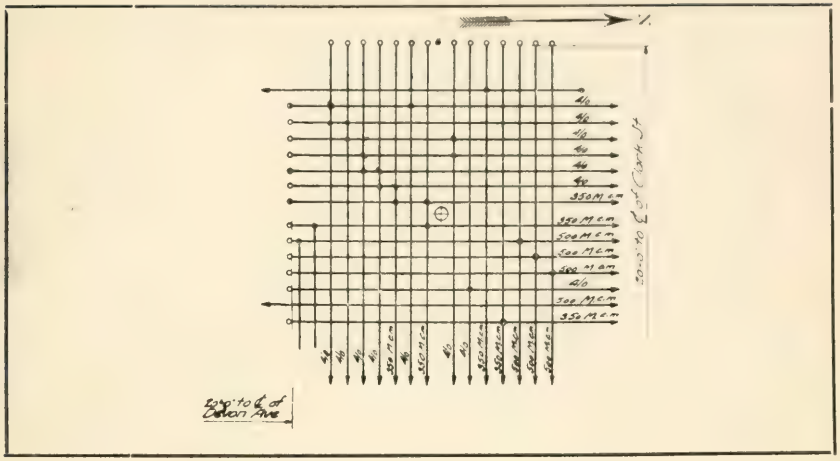
Tunnel and Tower under Chicago River at California Ave. Power House.

Material in Place	Quantity	Kind	Size	Cost New	When Inst'd.	% Dep.	Dep.	Present Value
Cable racks	106	C. I.	75 lb.	$ 238 50	1894	75	$ 178 88	$ 59 62
Cable clamps	632	Westinghouse		126 40	1894	75	94 80	31 60
Tubes	19	Porcelain	2½"x5"	1 90	1894	75	1 43	.47
Brooklyns	43	Heavy		49 45	1894	75	37 09	12 36
Eye bolts	24	Steel	⅝"x14"	1 20	1894	75	.90	.30
Lag bolts	348		¼"x7"	8 70	1894	75	6 53	2 17
Lag bolts	1,264		⅜"x3½"	4 55	1894	75	3 41	1 14
Lumber	570	Bd. ft. hard Pine.		22 80	1894	75	17 10	5 70
Lightning arresters	22	G. E.		132 00	1894	75	99 00	33 00
				$ 585 50			$ 439 14	$ 146 36
Special labor, incidentals and waste at 5%				$ 29 28			$ 21 96	$ 7 32
				$ 614 78			$ 461 10	$ 153 68

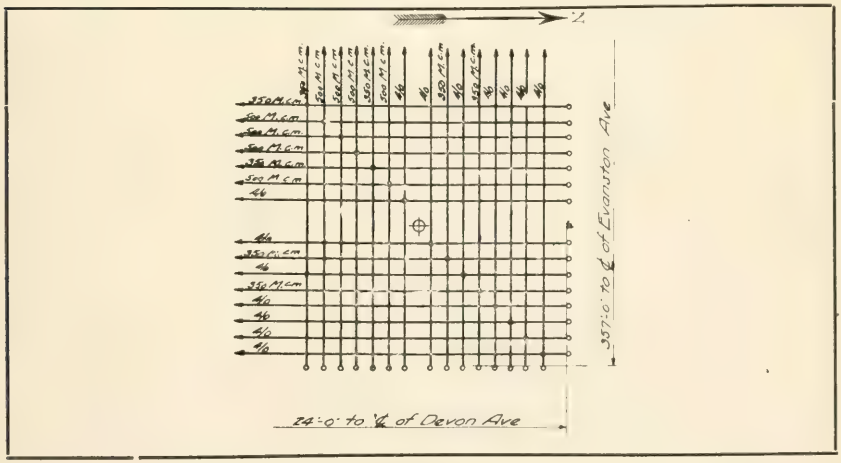
FEEDER EQUIPMENT DETAILS.

Cicero & Proviso Lines Inside City Limits.

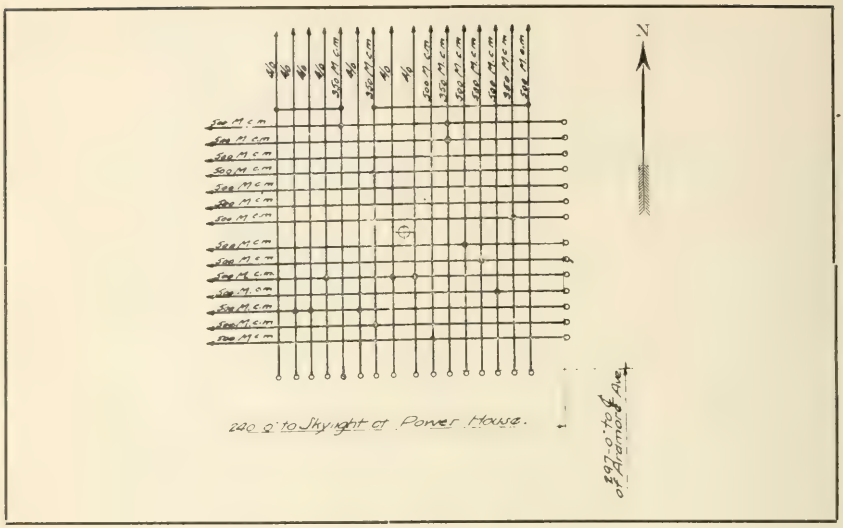
Material In Place	Quantity	Kind	Size	Unit Cost	Cost New	Scrap Value	% Dep.	Dep.	Present Value
Cross arms	1	10-pin wood		$ .85	$ .85		45	$ .38	$ .47
Cross arms	203	6-pin wood		.50	101.50		45	45.68	55.82
Cross arms	341	4-pin wood		.30	102.30		45	46.94	55.36
Cross arms	116	2-pin wood		.25	29.00		45	13.05	15.95
Cross arms	7	6-pin iron		2.90	20.30		45	9.14	11.16
Cross arms	198	4-pin iron		2.30	455.40		45	204.93	250.47
Cross arms	1	2-pin iron		1.50	1.50		45	.68	.82
Pins	306	Iron		.08	24.48		45	11.02	13.46
Pins	1,972	Wood		.03	59.16		45	26.62	32.54
Insulators	1,500	Glass		.08	120.00		45	54.00	66.00
Insulators	29	Iron T. T.		.35	10.15		45	4.57	5.58
Insulators	28	Composition.		.35	9.80		45	4.41	5.39
Insulators	128	Screw top		.35	44.80		45	20.16	24.64
Insulators	6	Spool		.05	.30		45	.14	.16
Pole bands	1			.25	.25		45	.11	.14
Brooklyns	72			1.15	82.80		45	37.26	45.54
Cross arm braces	1,304			.05	65.20		45	29.34	35.86
Pole brackets	10			.05	.50		45	.22	.28
Globe strains	1			.25	.25		45	.11	.14
Cut-out switch	1			7.00	7.00		45	3.15	3.85
Wire	820	Stranded	$\frac{1}{4}''$	.0065	5.33		45	2.40	2.93
Wire	1,380	Stranded	5 16″	.008	11.04		45	4.97	6.07
Wire	220	Stranded	$\frac{1}{2}''$	.0165	3.63		45	1.63	2.00
Wire	2,200	W. P. wire	2/0	.077	169.40	99.00	45	31.68	137.72
Wire	120	W. P. wire	4 0	.118	14.16	8.76	45	2.43	11.73
Wire	40	W. P. wire	350 M. C. M.	.202	8.08	4.76	45	1.49	6.59
Wire	380	W. P. wier	500 M. C. M.	.284	107.92	64.98	45	19.32	88.60
Pipe	72	Iron	1″	.15	10.80		45	4.86	5.94
Pipe	240	Iron	$1\frac{1}{2}''$	.15	36.00		45	16.20	19.80
Pipe	12	Iron	2″	.18	2.16		45	.97	1.19
Pipe	12	Iron	$2\frac{1}{2}''$	.18	2.16		45	.97	1.19
Spool hangers	325			.12	39.00		45	17.55	21.45
Guy rod and anchor	1		1″	15.00	15.00	2.00	45	5.85	9.15
Collar	1	Iron, heavy		.75	.75		45	.34	.41
Clamps	158	Wrought iron		.15	23.70		45	10.66	13.04
Angles	2	Steel	2″x2″x3 8″x5′	.60	1.20		45	.54	.66
Poles	5	Iron	40 (8–7–6–)	36.90	184.50	20.25	33 2/3	55.35	129.15
Poles	2	Iron	30 (8–7–6–)	29.80	59.60	6.20	33 2/3	18.00	41.60
Lumber	844′		Bd. Meas.	.04	33.76		45	15.19	18.57
					$1,863.73	$205.95		$720.31	$1,143.42



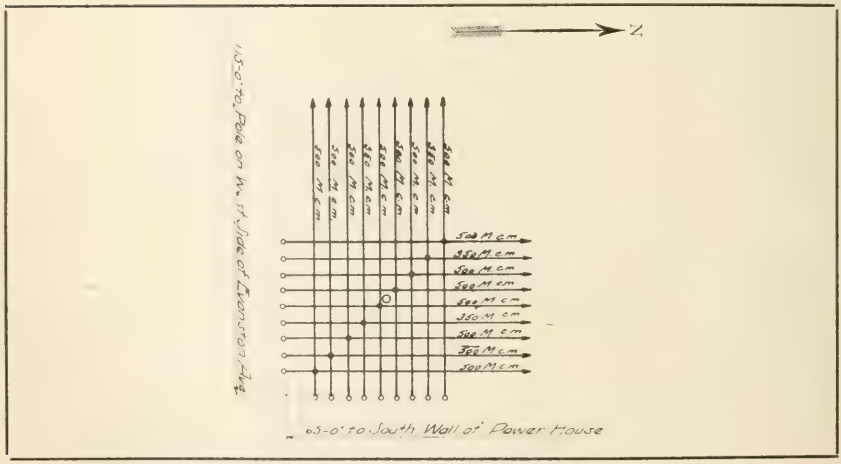
Feeder Special Work at N. W. corner
Clark St. and Devon Ave.
LAYOUT No. 1.



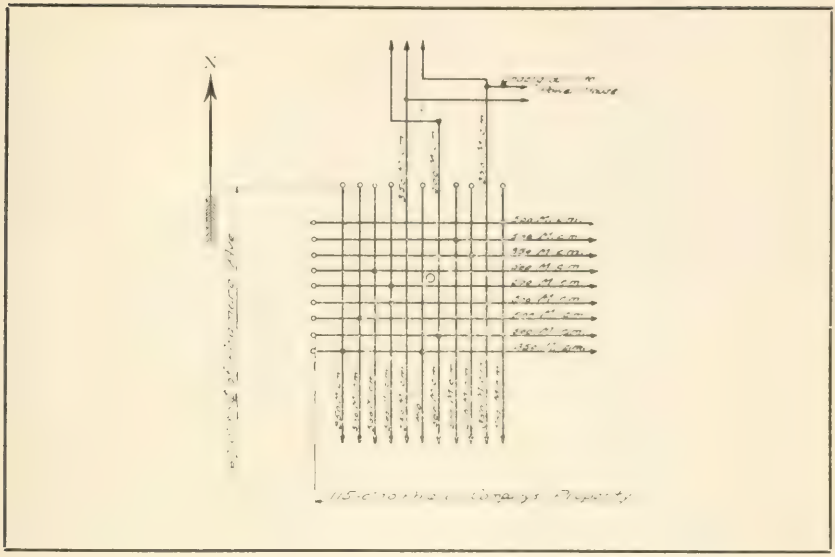
Feeder Special Work at Devon Ave.
and Alley E. of N. W.
Elevated R. R.
LAYOUT No. 2.



Feeder Special Work at North
Feeders east of Evanston Ave.
Power House.
LAYOUT No. 3.

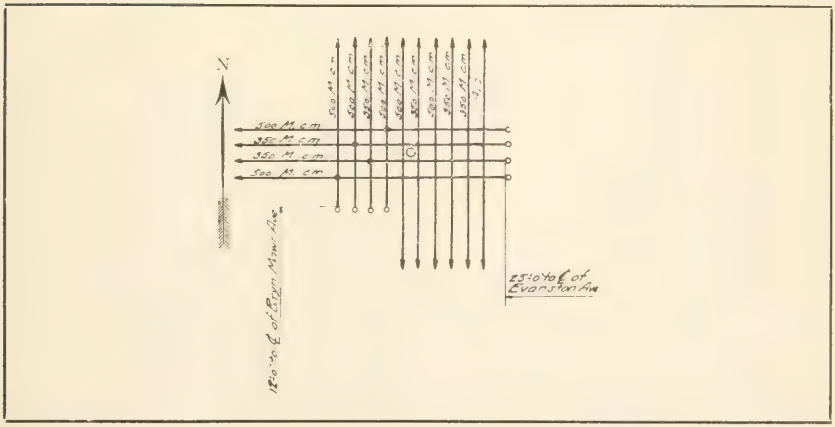


Feeder Special Work at South Feeders
at Evanston Ave. Power House.
LAYOUT No. 4.



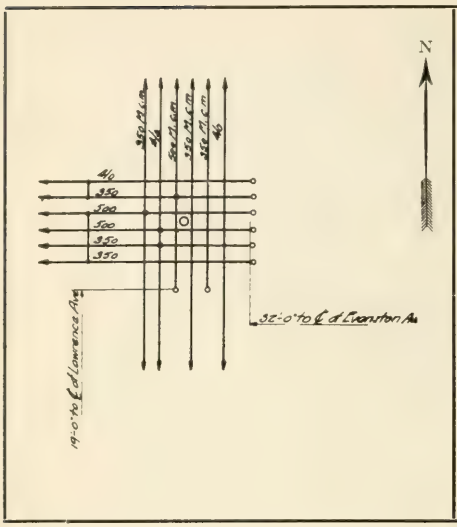
Feeder Special Work at Pole on Evanston Ave. west of Power House.

LAYOUT No. 5.



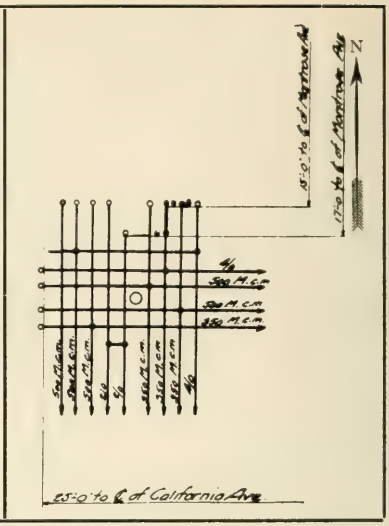
Feeder Special Work at Evanston Ave. and Bryn Mawr Ave.

LAYOUT No. 6.



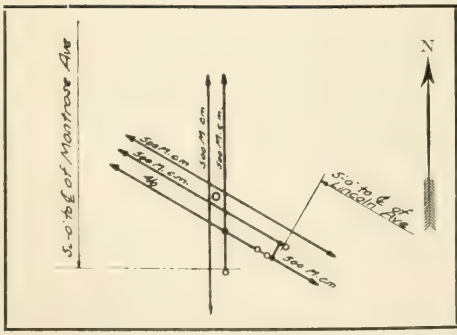
Feeder Special Work at Evanston Ave. and Lawrence Ave.

LAYOUT No. 7.



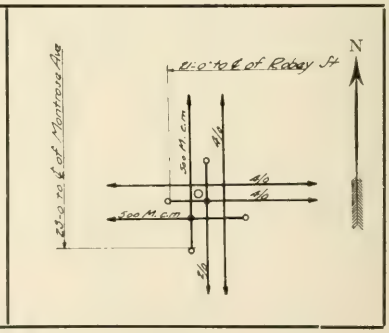
Feeder Special Work at Montrose Ave. and California Ave.

LAYOUT No. 8.



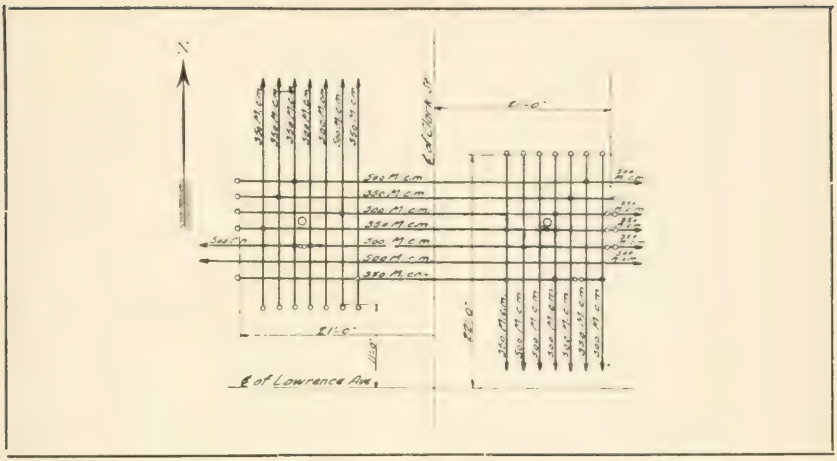
Feeder Special Work at Montrose Ave. and Lincoln Ave.

LAYOUT No. 9.

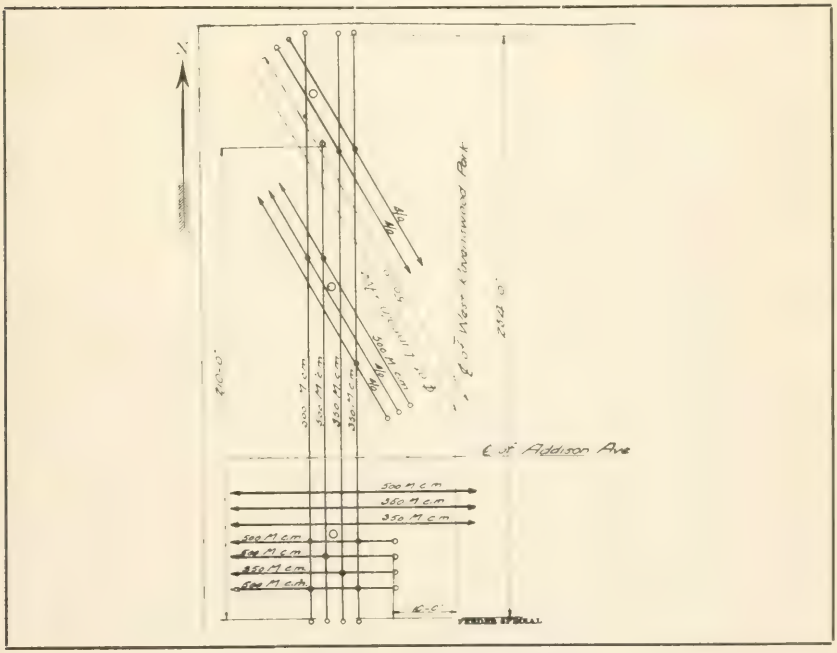


Feeder Special Work at Montrose Ave. and Robey St.

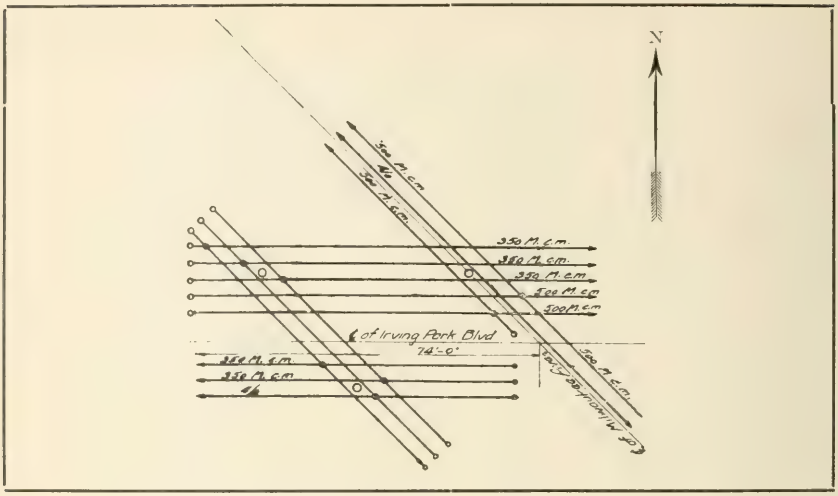
LAYOUT No. 10.



Feeder Special Work at Lawrence Ave. and Clark St.
LAYOUT No. 11.

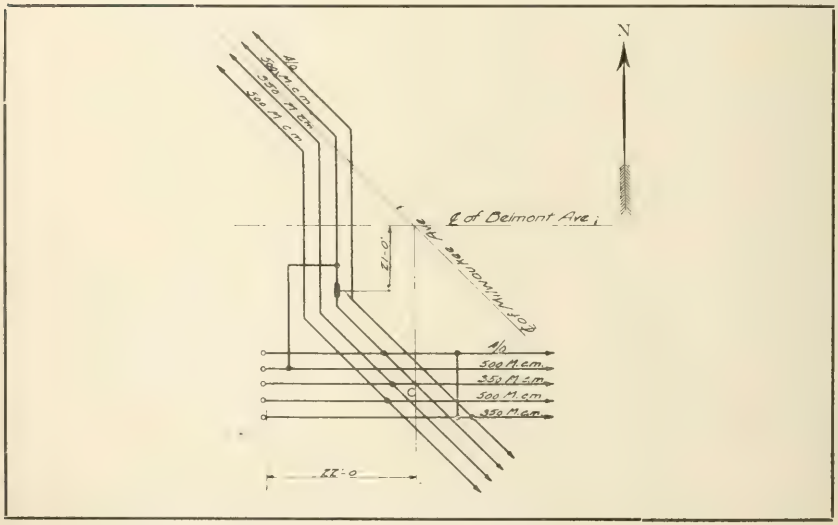


Feeder Special Work at Lincoln Ave. at Addison St. and E. Ravenswood Pk.
LAYOUT No. 12.



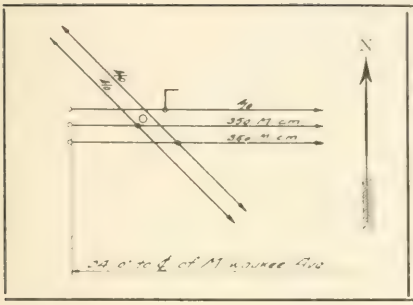
Feeder Special Work at Milwaukee Ave. and Irving Pk. Blvd.

LAYOUT No. 13.



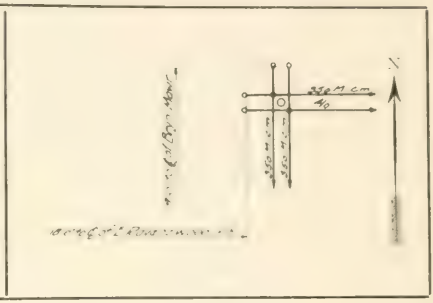
Feeder Special Work at Milwaukee Ave. and Belmont Ave.

LAYOUT No. 14.



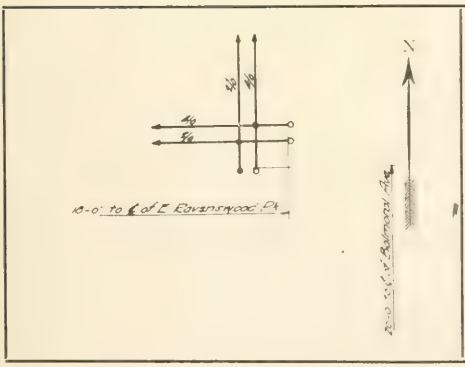
Feeder Special Work at Milwaukee Ave. and Wisner St.

LAYOUT No. 15.



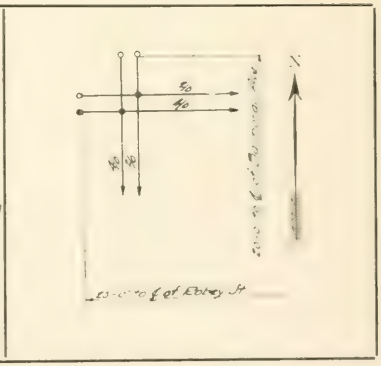
Feeder Special Work at E. Ravenswood Pk. and Bryn Mawr Ave.

LAYOUT No. 16.



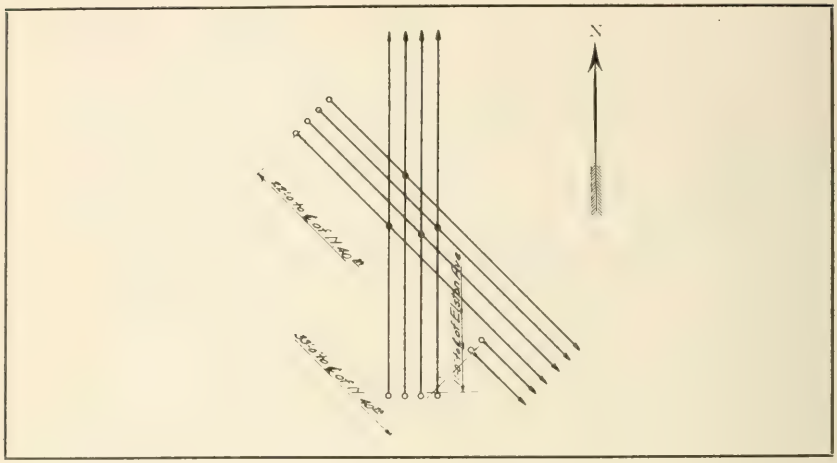
Feeder Special Work at Balmoral Ave. and E. Ravenswood Pk.

LAYOUT No. 17.

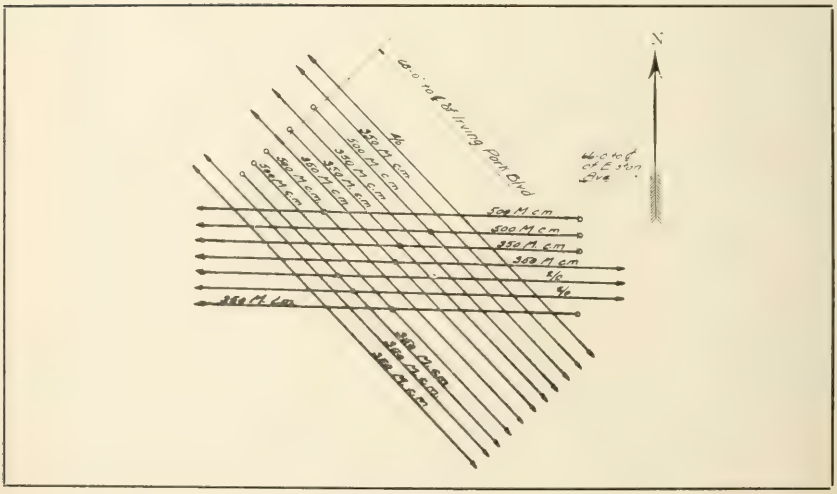


Feeder Special Work at Balmoral Ave. and Robey St.

LAYOUT No. 18.



Feeder Special Work at Elston Ave.
and Montrose Ave.
LAYOUT No. 19.



Feeder Special Work at Elston Ave.
and Irving Pk. Blvd.
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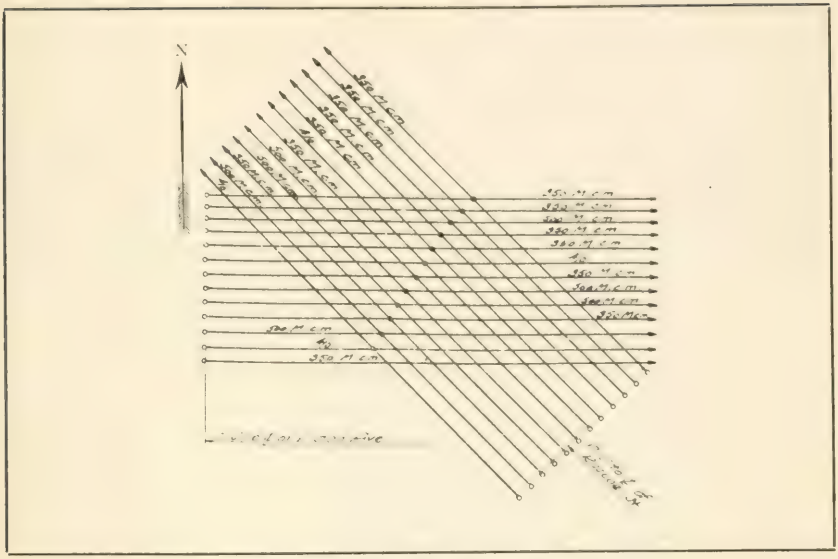
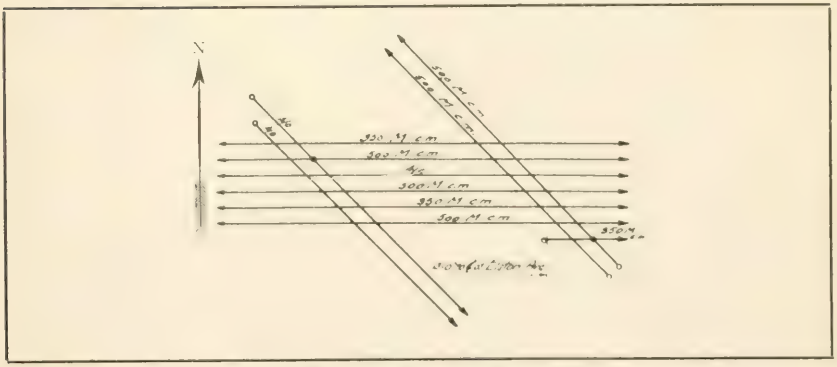
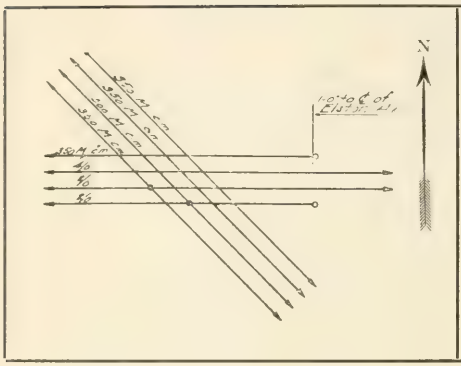


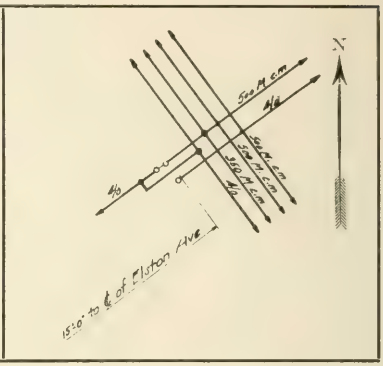
Feeder Special Work at Elston Ave.
and Roscoe St.
LAYOUT No. 21.



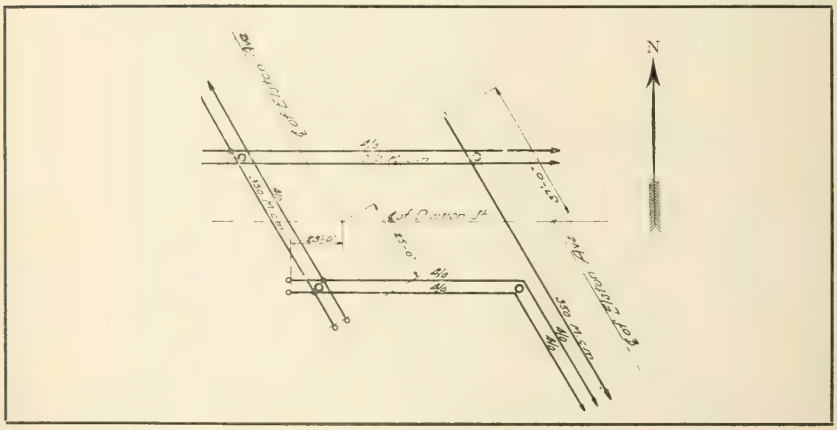
Feeder Special Work at Elston Ave.
and Western Ave.
LAYOUT No. 22.



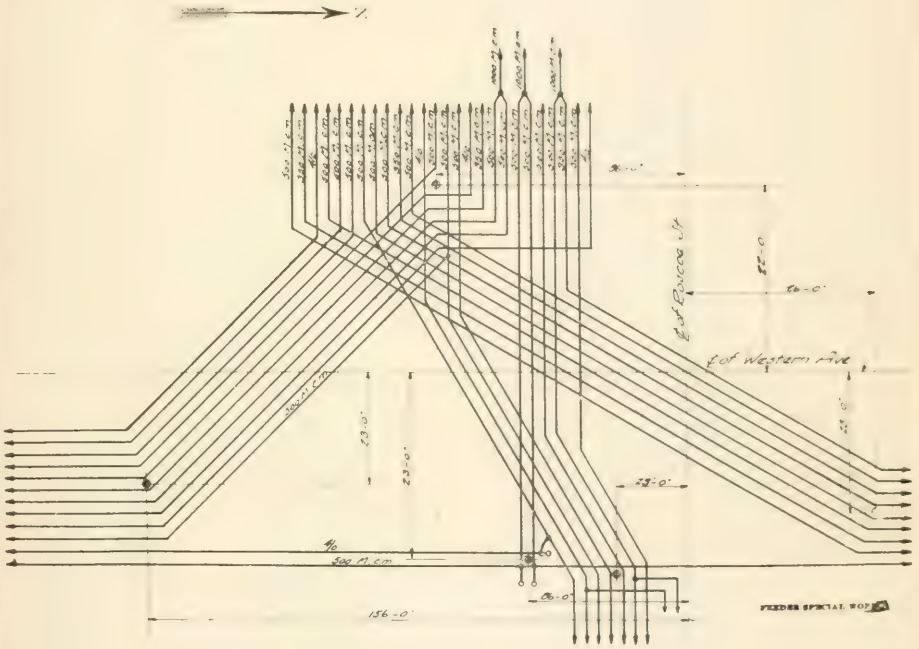
Feeder Special Work at Elston Ave.
and Fullerton Ave.
LAYOUT No. 23.



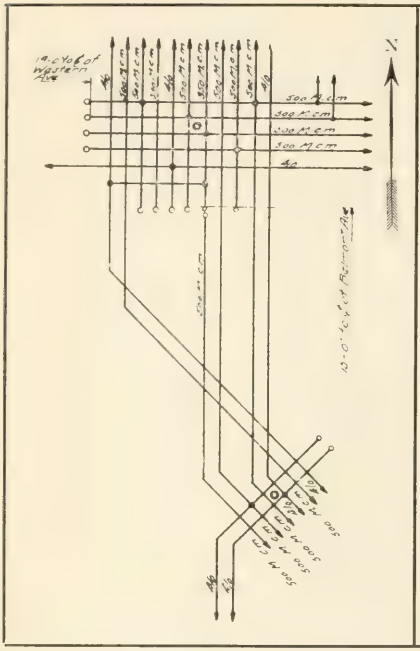
Feeder Special Work at Elston Ave.
and Clybourn Pl.
LAYOUT No. 24.

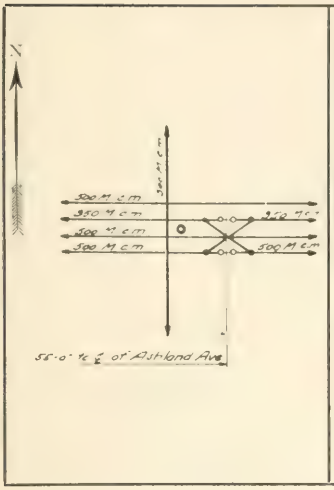


Feeder Special Work at Elston Ave.
and Division St.
LAYOUT No. 25.

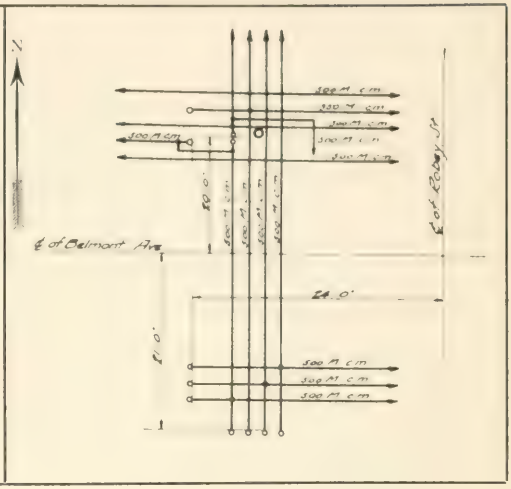


Feeder Special Work at Western Ave.
and Roscoe St.
LAYOUT No. 26.

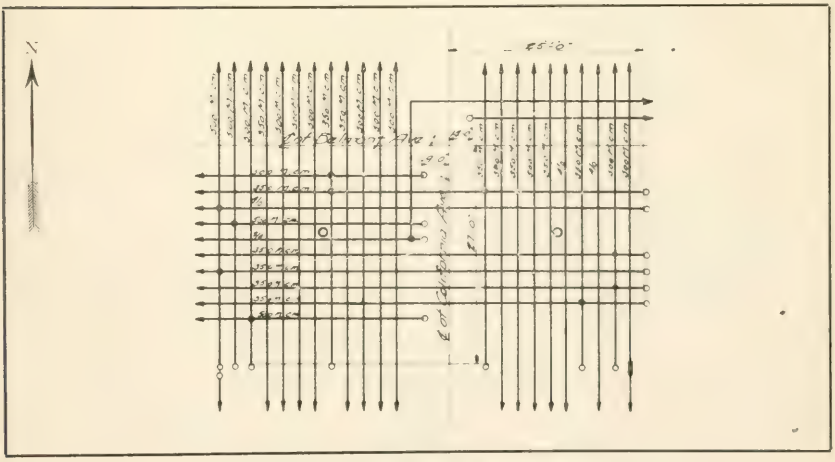

N
500 M c m
500 M c m
500 M c m
500 M c m
4p
4p
4p



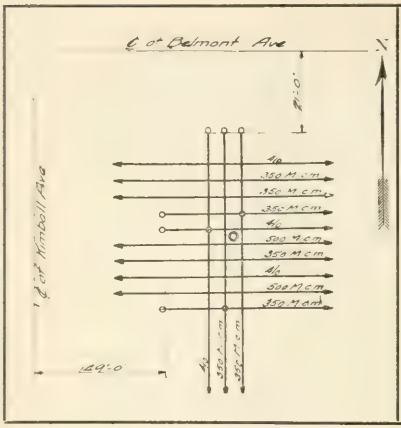
Feeder Special Work at Belmont Ave.
and Ashland Ave.
LAYOUT No. 31.



Feeder Special Work at Belmont Ave.
and Robey St.
LAYOUT No. 32.

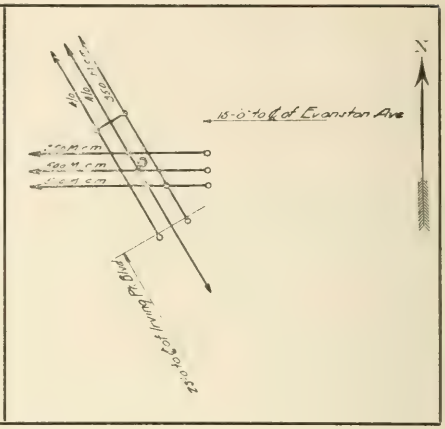


Feeder Special Work at Belmont Ave.
and California Ave.
LAYOUT No. 33.



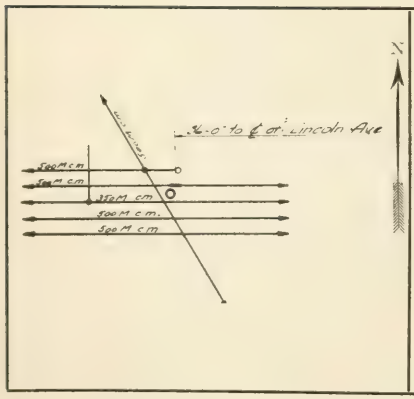
Feeder Special Work at Belmont Ave. near Kimball Ave.

LAYOUT No. 34.



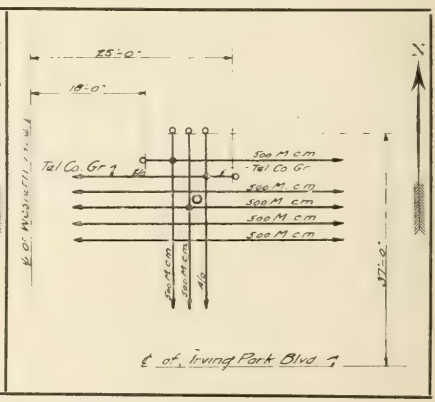
Feeder Special Work at Irving Pk. Blvd. and Evanston Ave.

LAYOUT No. 35.



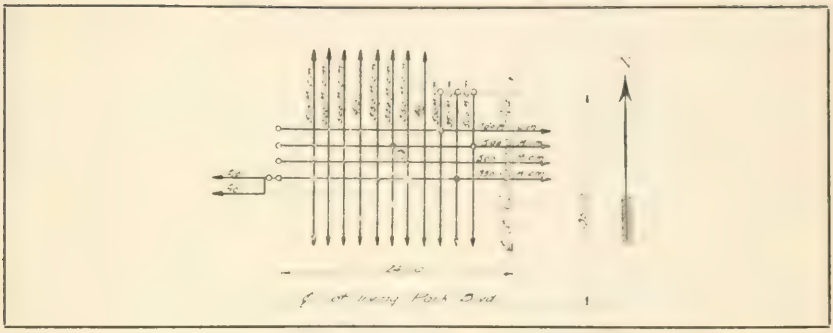
Feeder Special Work at Irving Pk. Blvd. and Lincoln Ave.

LAYOUT No. 36.

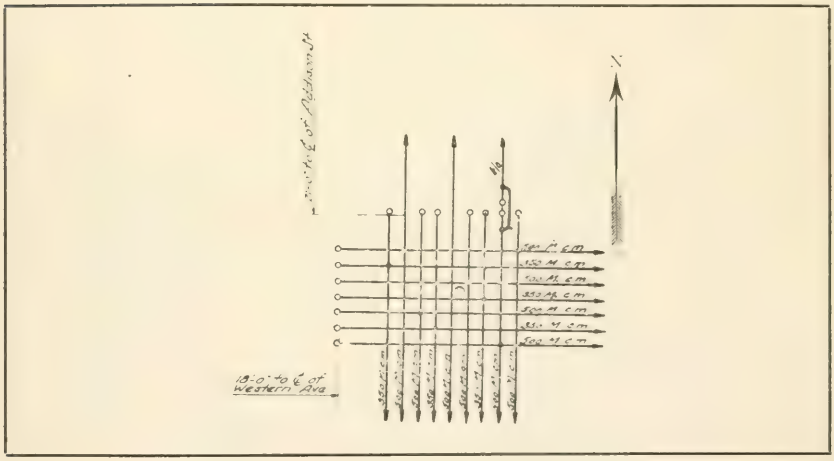


Feeder Special Work at Irving Pk. Blvd. and Western Ave.

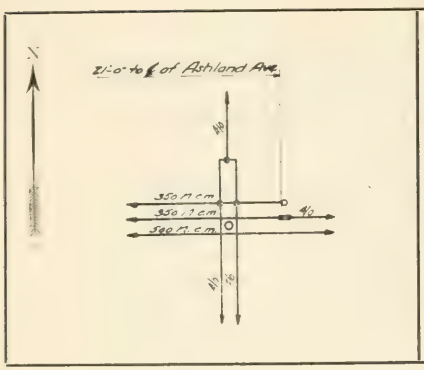
LAYOUT No. 37.



Feeder Special Work at Irving Pk.
Blvd. and California Ave.
LAYOUT No. 38.

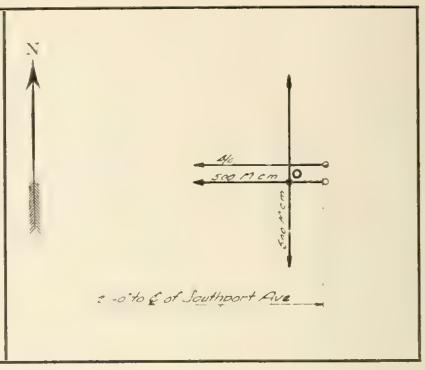


Feeder Special Work at Addison St.
and Western Ave.
LAYOUT No. 39.



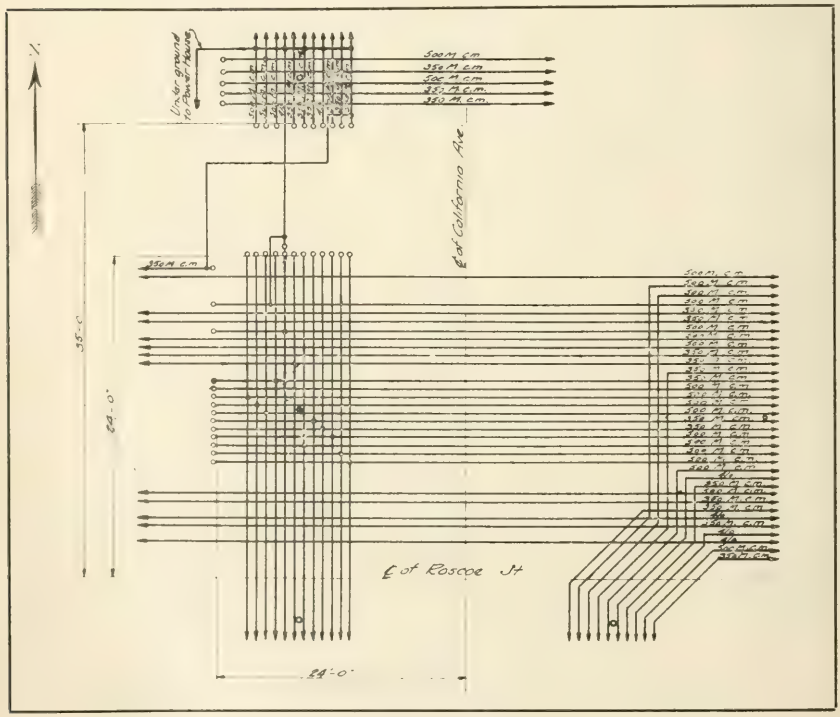
Feeder Special Work at Addison St. and Ashland Ave.

LAYOUT No. 40.



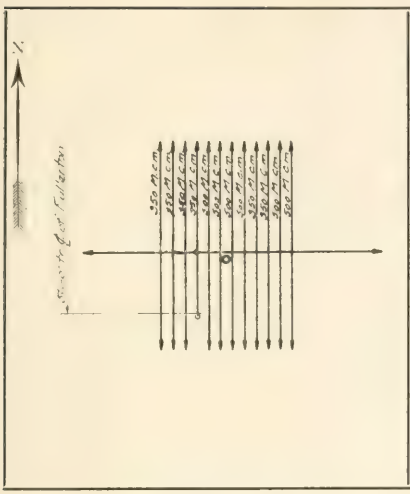
Feeder Special Work at Addison St. and Southport Ave.

LAYOUT No. 41.



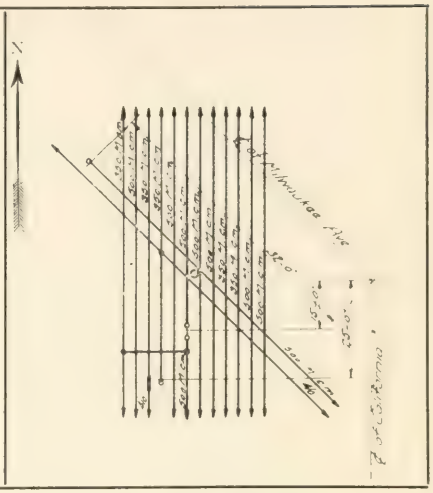
Feeder Special Work at California Ave. and Roscoe St.

LAYOUT No. 42.



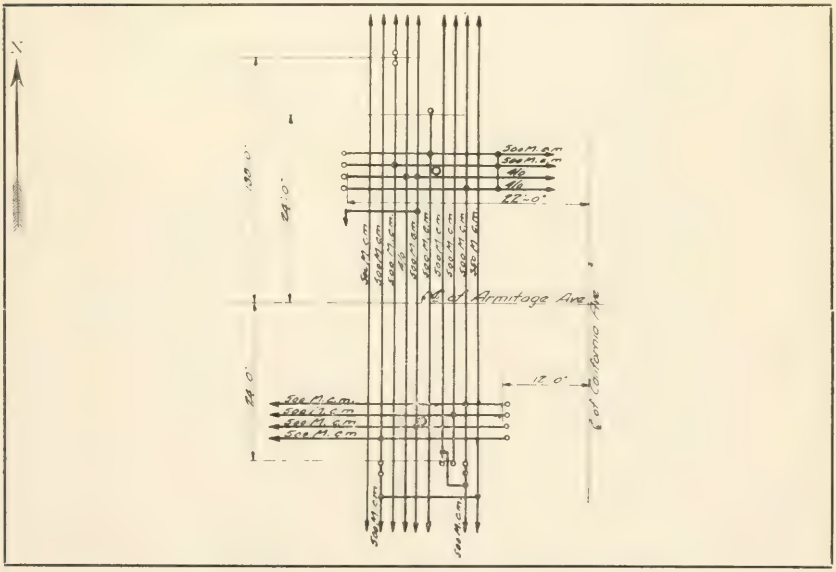
Feeder Special Work at California Ave. and Fullerton Ave.

LAYOUT No. 43.



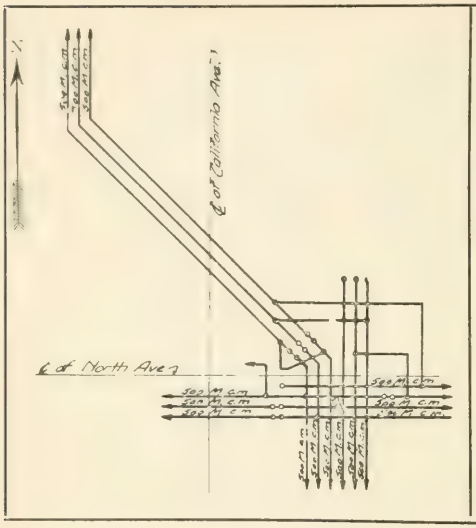
Feeder Special Work at California Ave. and Milwaukee Ave.

LAYOUT No. 44.



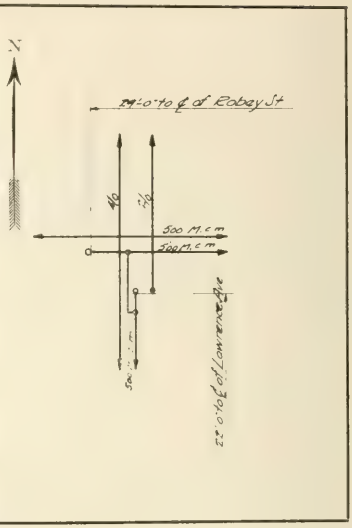
Feeder Special Work at California Ave. and Armitage Ave.

LAYOUT No. 45.



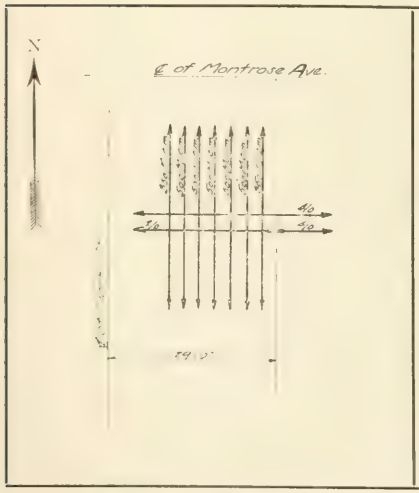
Feeder Special Work at California Ave. and North Ave.

LAYOUT No. 46.



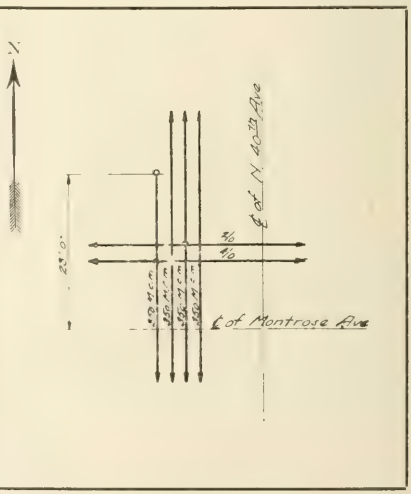
Feeder Special Work at Robey St. and Lawrence Ave.

LAYOUT No. 47.



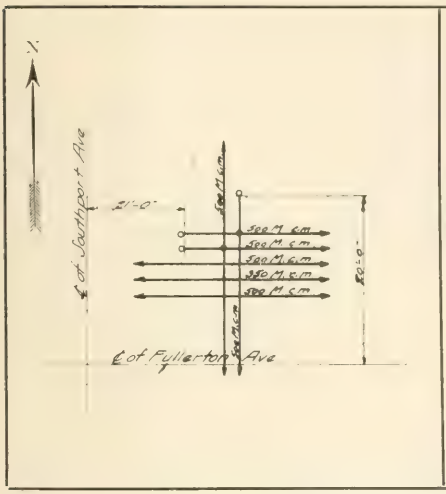
Feeder Special Work at Montrose Ave. and Clark St.

LAYOUT No. 48.



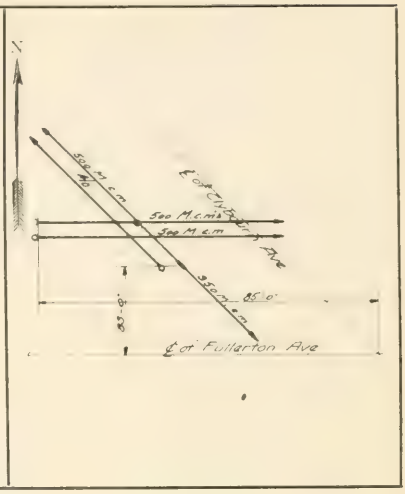
Feeder Special Work at Montrose Ave. and N. 40th Ave.

LAYOUT No. 49.



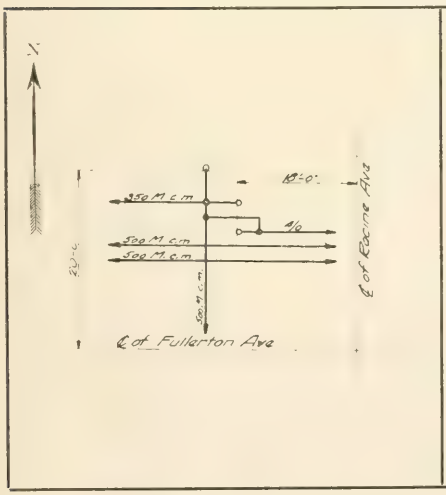
Feeder Special Work at Southport Ave. and Fullerton Ave.

LAYOUT No. 50.



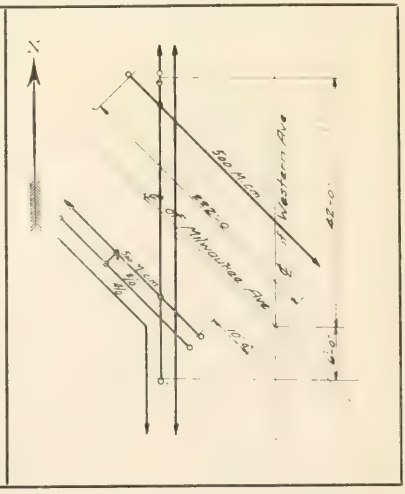
Feeder Special Work at Fullerton Ave. and Clybourn Ave.

LAYOUT No. 51.



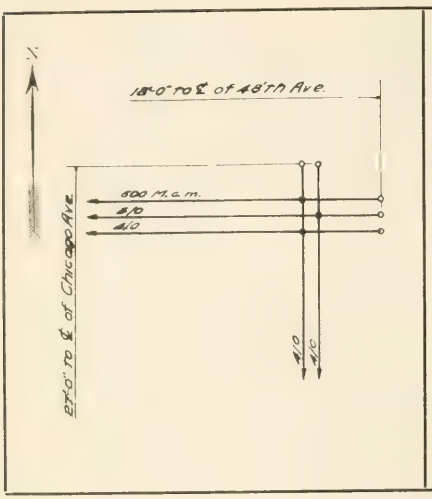
Feeder Special Work at Fullerton Ave. and Racine Ave.

LAYOUT No. 52.

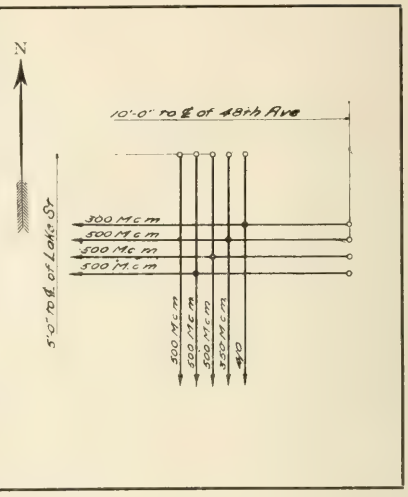


Feeder Special Work at Milwaukee Ave. and Western Ave.

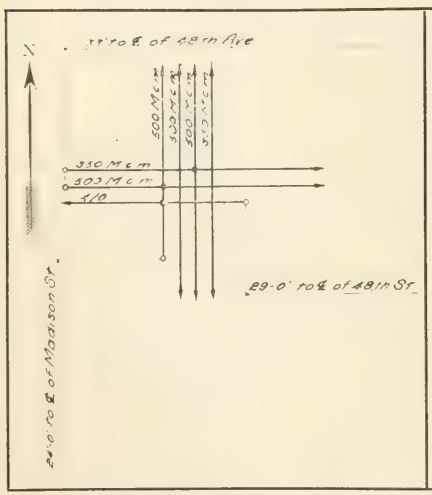
LAYOUT No. 53.



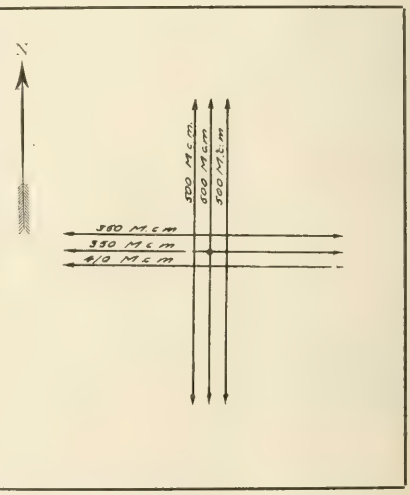
Feeder Special Work at Chicago Ave. and 48th Ave.
LAYOUT No. 54.



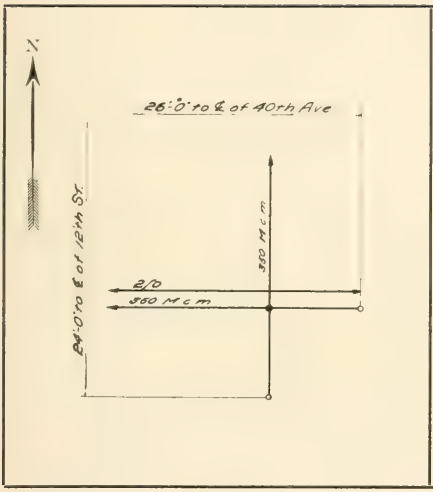
Feeder Special Work at Lake St. and 48th Ave.
LAYOUT No. 55.



Feeder Special Work at Madison St. and 48th Ave.
LAYOUT No. 56.

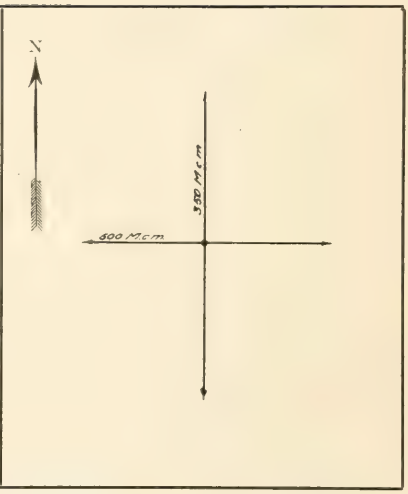


Feeder Special Work at 12th St. and 48th Ave.
LAYOUT No. 57.



Feeder Special Work at 12th St. and 40th Ave.

LAYOUT No. 58.



Feeder Special Work at Harrison St. and 52nd Ave.

LAYOUT No. 59.

SECTION C.

				Electrical Track Bonding			31	$ 69.18	$ 32.70	1895	75	$ 27.30	$ 41.82
per	3 ft.	.25	1.10	.14	352	5.241	1,845	2,490.52	258.28	1895	75	1,674.18	816.34
per	23 ft.	.80	1.40	1.04	6	1.909	11	24.20	11.44	1905	25	3.19	21.01
per	23 ft.	.80	1.40	1.04	6	.188	1	2.20	1.04	1906	20	.23	1.97
per	3 ft.	.25	1.10	.14	352	.188	66	89.10	9.24	1906	20	15.97	73.13	
per	23 ft.	.80	1.40	1.04	6	1.997	12	26.40	12.48	1895	75	10.44	15.96
per	3 ft.	.25	1.10	.14	352	1.997	703	949.05	98.42	1895	75	637.97	311.08
per	3 ft.	.25	1.10	.14	....	.....	720	972.00	100.80	1895	75	653.40	318.60
						9.335	.....	$ 4,622.65	$ 524.40	.....	...	$ 3,022.74	$ 1,599.91
, 15%								693.39	78.66	.....	...	453.40	239.99

SECTION C.

Electrical Track Bonding.

SUMMARY

Class	Material in Place	Size	Feet Each	Feet Each	Gross Weight Each	Scrap Value Each	No. per Mile	Miles	Total No.	Total Cost New	Total Scrap Value	When Laid	Life	Dep.	Dep.	Present Value
North Chicago Electric Railway Company.																
A	Cross Bonds	2 of No. 0	Copper	3 00	$ 80	$ 1 10	$ 1 04	1.	2 368	11	$ 980 20	$ 12 64	1897	15	$ 7 14	$ 83 07
A-1	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	1.	1 392	80	1576 00	85 20	1898	10	9 28	166 72
B-1	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	40 1062	180	4 99 00	187 20	1897	65	145 74	200 28
	2-Joint Bonds	2 of No. 0	Copper	4 50	80	1 10	11	352	40 1062	10 582	14 282 70	1 161 20	1897	65	5 822 74	5 902 96
C	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	024	7	2 20	1 04	1897	65	77	1 15
	2-Joint Bonds	2 of No. 0	Copper	4 50	80	1 10	11	352	024	8	10 80	1 12	1897	65	6 20	4 91
In Special Work	2-Joint Bonds	2 of No. 0	Copper	4 50	80	1 10	11			102	582 70	81 28	1897	65	474 47	439 23
Ground Returns	500 M C M	St.	Copper	2 650 00	17 50	613 50	147 15		7 100		1 487 91	3 178 70	1905	15	196 47	1 291 54
Ground Returns	1000 M C M	St.	Copper	1 325 00	8 00	613 50	46 00				243 60	148 00	1905	15	11 34	202 26
Organization	Engineering and Incidentals		15%						37 196		$20 475 14	$ 3 197 75			$ 9 163 09	$ 11 312 02
											1 071 27	779 96			1 471 17	1 686 80
	Total										$ 24 546 18	$ 5 977 11			$10 537 56	$ 14 008 82
Chicago North Shore Street Railway Company.																
A-1	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	17	3 987	68	$ 149 60	$ 70 72	1909	5	$ 3 94	$ 145 66
B	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	1 006	6	13 20	6 24	1892	90	6 26	6 94
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	1 006	354	477 90	19 56	1892	90	385 54	92 29
B-1	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	1 926	30	66 00	31 20	1892	90	31 42	34 58
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	1 926	1 734	2 340 90	242 76	1892	90	1 888 43	452 47
In Special Work	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14			313	422 55	14 82	1892	90	340 86	81 69
									9 919		$ 3 470 15	$ 141 40			$ 2 656 22	$ 813 93
Organization	Engineering and Incidentals, 15										520 53	66 64			398 44	122 09
	Total										$ 3 990 68	$ 510 04			$ 3 054 66	$ 936 02
Chicago Electric Transit Company.																
A	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	17	1 016	17	$ 37 40	$ 17 68	1907	15	$ 2 96	$ 34 44
B-2	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	14 180	85	187 00	88 40	1897	65	64 09	122 91
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	176	14 180	2 496	3 369 60	349 44	1897	65	1 963 10	1 406 50
B-3	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	17 424	104	229 80	108 36	1897	65	78 32	151 48
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	17 424	6 098	8 232 30	853 72	1897	65	4 796 08	3 436 22
C	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	300	2	4 40	2 08	1897	65	1 51	2 98
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	300	141	190 25	19 71	1897	65	110 90	79 35
D	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	529	3	6 60	3 12	1897	65	2 26	4 34
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	529	186	251 10	26 01	1897	65	146 29	104 81
E	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	300	2	4 40	2 08	1897	65	1 51	2 89
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	300	141	190 25	19 71	1897	65	110 90	79 35
In Special Work	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14			875	1 181 25	122 50	1897	65	688 19	493 06
Ground Returns	500 M C M	St.	Copper	2 650 00	17 50	613 50	147 15		1 016		691 10	454 30	1905	15	28 07	663 33
Ground Returns	1000 M C M	St.	Copper	1 325 00	8 00	613 50	46 00			1	71 20	16 00	1905	15	3 78	67 42
Organization	Engineering and Incidentals	15%							33 818		$14 596 15	$ 2 113 00			$ 7 098 46	$ 6 598 09
											2 189 41	316 95			1 064 76	989 71
	Total										$16 785 56	$ 2 429 95			$ 8 163 22	$ 7 587 80
North Side Electric Street Railway Company.																
Dia.	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	1 645	10	$ 22 00	$ 10 40	1895	75	$ 8 70	$ 11 30
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	1 645	579	781 65	81 06	1895	75	527 14	254 51
C	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	032	1	2 20	1 04	1895	75	87	1 33
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	032	11	14 85	1 54	1895	75	9 98	4 87
E	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	3 413	20	44 00	20 80	1895	75	17 10	26 90
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	3 413	1 202	1 622 70	168 28	1895	75	1 090 82	531 88
In Special Work	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14			745	1 005 75	104 00	1895	75	675 01	329 74
									5 092		$ 3 479 65	$ 386 02			$ 2 430 22	$ 1 429 43
Organization	Engineering and Incidentals, 15%										521 95	57 90			364 53	214 42
	Total										$ 4 001 60	$ 443 92			$ 2 794 75	$ 1 333 45
Chicago & Jefferson Urban Transit Company.																
B-1	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	3 241	21	$ 69 18	$ 32 70	1895	75	$ 27 36	$ 41 82
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	3 241	1 881	2 709 20	278 28	1895	75	1 674	836 34
B-4	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	1 009	11	24 20	11 44	1905	25	3 49	21 01
C	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	188	1	2 20	1 04	1906	20	23	1 97
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	188	66	89 10	9 24	1906	20	15 97	73 13
I	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	1 997	12	26 40	12 48	1895	75	10 14	15 96
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	1 997	705	949 05	98 42	1895	75	667 97	311 08
In Special Work	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14			720	972 00	100 80	1895	75	653 40	318 60
									9 835		$ 4 622 65	$ 521 40			$ 3 022 74	$ 1 599 91
Organization	Engineering and Incidentals, 15%										693 39	78 21			453 40	239 99
	Total										$ 5 316 04	$ 599 61			$ 3 476 14	$ 1 839 90
Ogden Street Railway Company.																
B-1	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	5 600	34	$ 74 80	$ 35 36	1896	70	$ 27 96	$ 46 84
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	5 600	1 971	2 660 85	275 91	1896	70	1 929 14	991 11
C	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	811	4	11 00	5 20	1905	20	1 16	9 84
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	811	285	384 75	39 90	1905	20	68 97	315 78
D-1	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	1 148	7	15 40	7 28	1894	80	5 82	9 58
I	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	974	6	13 20	6 24	1894	80	4 99	8 21
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	974	336	455 00	47 04	1894	80	325 26	129 74
J	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	2 300	14	30 80	14 56	1896	70	11 42	19 38
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	2 300	809	1 093 50	113 12	1896	70	686 07	407 43
L-1	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	995	6	13 20	6 24	1898	10	90	12 34
L-2	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	1 276	8	17 60	8 32	1905	15	1 01	12 16
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	1 276	29	111 15	10 46	1905	15	29 71	784 44
In Special Work	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14			112	151 20	15 68		65	88 09	63 11
									14 041		$ 4 096 45	$ 637 70			$ 2 864 42	$ 2 429 03
Organization	Engineering and Incidentals, 15%										598 30	95 65			414 21	361 35
	Total										$ 4 694 75	$ 733 35			$ 3 405 63	$ 2 793 38
Electric & Peoples Street Railway Company.																
A	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04		1 851	17	$ 41 80	$ 18 88	1889	5	$ 2 74	$ 100 67
A-1	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	1.	576	6	13 20	6 24	1889	5	55	12 85
B-1	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	1 967	12	26 40	12 48	1890	95	12 22	14 18
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	1 967	692	934 20	96 88	1890	95	795 15	138 75
B-2	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	2 015	12	26 40	12 48	1895	75	10 41	15 99
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	176	2 015	355	479 25	49 70	1895	75	322 16	157 09
B-3	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	071	1	11 00	5 20	1895	75	1 06	9 94
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	071	250	337 50	35 00	1895	75	237 16	140 34
C	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	023	1	2 20	1 04	1905	20	23	1 97
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	023	8	10 80	1 12	1905	20	7 91	2 89
I	Cross Bonds	2 of No. 0	Copper	2 50	80	1 10	1 04	6	1 866	11	24 20	11 44	1894	80	8 91	15 29
	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14	352	1 866	657	886 95	92 04	1894	80	635 91	251 04
In Special Work	2-Joint Bonds	2 of No. 0	Copper	4 50	25	1 10	14			1 421	1 917 35	199 08	1894	80	1 373 83	543 52
Ground Returns	500 M C M	St.	Copper	2 650 00	17 50	613 50	147 15		1 851		1 180 64	1 113 75	1909	5	29 11	1 084 53
Ground Returns	1000 M C M	St.	Copper	1 325 00	8 00	613 50	46 00			1	71 20	92 00	1909	5	2 52	89 48
Organization	Engineering and Incidentals, 15%								12 869		$ 6 629 04	$ 2 663 20			$ 3 188 25	$ 3 451 11
											993 65	399 49			478 24	517 71
	Total										$ 7 622 69	$ 3 062 78			$ 3 666 49	$ 3 969 12
	Grand Total								124 342		$67 171 88	$11 966 41			$36 606 49	$ 31 168 20

BELMONT AVENUE CONDUIT LINE.

SUMMARY.

Material.	Cost New.	Present Value.
7,912 feet of 6-duct conduit and 18 manholes	$ 9,494.40	$7,595.52
Organization, engineering and incidentals, 15%	1,424.16	1,139.33
	$10,918.56	$8,734.85

SIX DUCT CONDUIT LINE ON BELMONT AVE.

Belmont Ave.

Western Ave. to Robey St., length, 6-duct line..... 2,638 feet
Lincoln to Halsted St., length, 6-duct line..... 5,274 feet

7,912 feet
6

47,472 duct feet

18 manholes included.

47,472 feet at 20c. duct ft. (including manholes) cost, new.... $9,494.40
Depreciation, 20%..... 1,898.88

Present value..... $7,595.52

EXHIBIT III.

ROLLING STOCK.

EXHIBIT III.

Rolling Stock.

SUMMARY.

	Cost New.	Present Value.	Rehabilitation Value.
Car bodies	$393,206.10	$125,805.50	$ 64,191.80
Motor equipment	225,674.40	112,837.20	90,007.05
Trucks	76,566.00	45,939.60	33,995.83
Miscellaneous car equipment	11,724.30	5,862.15	3,714.50
	$707,170.80	$290,444.45	$191,909.18

CAR BODIES.

Group	No. of Cars	Type	Cost New.	Present Value.	Rehabilitation Value.
E-E-7	119	Box motors	$156,000.00	$ 34,970.00	$23,620.60
A-A-4	127	Open motors	131,600.00	46,690.00	23,451.32
C-C-3	43	Open trailers	39,300.00	13,894.50	2,121.88
B	5	Box trailers	5,500.00	1,375.00	
H-V	50	Miscellaneous car	42,082.00	22,885.25	14,998.00
		Total	$374,482.00	$119,814.75	$64,191.80
		Organization, engineering and incidentals, 5%	18,724.10	5,990.74	3,209.59
			$393,206.10	$125,805.49	$67,401.39

MISCELLANEOUS CAR BODIES.
With Trucks.

Group	No. of Cars	DESCRIPTION	Age	% Total Dep.	Unit Cost New	Total Cost New	Total Present Value
H	3	Electric Steel Tank Sprinklers, with Trucks		20	$ 1,200.00	$ 3,600.00	$ 2,880.00
I	10	Electric Plows, C. U. T. Type, with Trucks	12	40	1,200.00	12,000.00	7,200.00
I-1	3	Trailer Plows, with Trucks		50	250.00	750.00	375.00
J	5	Electric Sweepers, Lewis & Fowler, with Trucks	8	35	1,150.00	5,750.00	3,737.50
K	3	Electric Sweepers, McGuire-Cummings, with Trucks	8	35	1,150.00	3,450.00	2,242.50
L	3	Electric Sweepers, McGuire-Cummings, with Trucks	New		1,179.00	3,537.00	3,537.00
M	3	Motor Coal Dump Cars, with Trucks	16	75	750.00	2,250.00	562.50
N	11	Trailer Coal Dump Cars, with Trucks	16	75	550.00	6,050.00	1,512.50
O	1	Motor Ash Car, No. 34	16	75	750.00	750.00	187.50
P	1	Gondola Coal Car, 18 feet long	16	75	200.00	200.00	50.00
Q	1	Gondola Coal Car, 15 feet 6 inch long	16	75	175.00	175.00	43.75
R	1	Cinder Car, 22 feet 6 inches long	16	75	200.00	200.00	50.00
S	1	Motor Supply Car No. 996, with Trucks	16	80	1,000.00	1,000.00	200.00
T	1	Sand Car, 13 feet 2 inches long		20	100.00	100.00	80.00
U	2	Shop Trucks	16	90	35.00	70.00	7.00
V	1	Box Motor, No. 5, complete	18	90	2,200.00	2,200.00	220.00
Total:	50					$ 42,082.00	$ 22,885.25

MOTOR EQUIPMENT.

Number of Equipments	Motors per Equipment	Maker	Type	% Dep.	Unit Cost New	Total Cost New	Total Present Value	*Rehabilitation Value
184	2	G. E. Co.	G. E. 800	50	$1,048.00	$192,832.00	$ 96,416.00	$77,888.00
4	2	G. E. Co.	G. E. 52	50	1,048.00	4,192.00	2,096.00	
5	3	G. E. Co.	G. E. 800	50	1,572.00	7,860.00	3,930.00	7,833.00
6	3	G. E. Co.	G. E. 800	50	1,674.00	10,044.00	5,022.00	
199						$214,928.00	$107.464.00	$85,721.00
Organization, engineering and incidentals, 5%						10,746.40	5,373.20	4,286.05
Grand Total						$225,674.40	$112,837.20	$90,007.05

*For details of Rehabilitation Value see following page.

TRUCKS.

Number	Maker	Type	Single or Double	% Depreciation	Unit Cost New	Total Cost New	Present Value	Rehabilitation Value
229	Brill.....	Motor.....	Single.....	40	$265.00	$60,685.00	$36,411.00	
12	Brill.....	Trailer.....	Single.....	40	150.00	1,800.00	1,080.00	
19	Brownell ...	Motor.....	Single.....	40	265.00	5,035.00	3,021.00	*
12	McGuire....	Trailer.....	Single.....	40	150.00	1,800.00	1,080.00	
14	St. Louis...	Trailer.....	Single.....	40	150.00	2,100.00	1,260.00	
5	Bemis.....	Trailer.....	Single.....	40	150.00	750.00	450.00	
3	Peckham...	Motor.....	Single.....	40	250.00	750.00	450.00	
						$72,920.00	$43,752.00	$32,376.98
Organization, engineering and incidentals, 5%						3,646.00	2,187.60	1,618.85
Grand Total						$76,566.00	$45,939.60	$33,995.83

*For details of Rehabilitation Value, see following page.

MISCELLANEOUS CAR EQUIPMENT.

Number	Description	% Dep.	Unit Cost New	Total Cost New	Total Present Value	Rehabilitation Value
115	Consolidated Heater Equipment (complete).....	50	$ 36.00	$ 4,140.00	$2,070.00	
504	Wooden Deck Signs.....	50	3.00	1,512.00	756.00	
49	Motor Cable Equipments.....	50	35.00	1,715.00	857.50	
4	Fuse Box.....	50	2.00	8.00	4.00	*
14	Choke Coils.....	50	1.50	21.00	10.50	
10	Lightning Arresters.....	50	2.00	20.00	10.00	
10	Overhead Switches.....	50	4.00	40.00	20.00	
70	Steel Gears.....	50	9.00	630.00	315.00	
8	G. E. 800 Motors.....	50	385.00	3,080.00	1,540.00	
				$11,166.00	$5,583.00	$3,537.62
Organization, engineering and incidentals, 5%				558.30	279.15	176.88
Grand Total				$11,724.30	$5,862.15	$3,714.50

*For details of Rehabilitation Value, see following page.

PASSENGER CAR BODIES.

Group.	No. of Cars.	Maker.	Length of Body.	Length over Bumpers.	Seating Capacity.	Trucks.	Age.	% of Depreciation account of age.	Deferred Maintenance.	Total % Depreciation.	Unit Cost New.	Total Cost New.	Present Value.
Box Motor Bodies.													
E	11	Pullman	21′ 10″	31′ 6″	24	S	16	80	..	80	$1,400.00	$ 15,400.00	$ 3,080.00
E-1	18	Pullman	20′ 10″	30′ 10″	20	S S	15	75	..	75	1,400.00	25,200.00	6,300.00
E-2	13	Pullman	18′ 0″	28′ 10″	20	S S	18	90	..	90	1,350.00	17,550.00	1,755.00
E-3	36	Brownell	20′ 0″	28′ 9″	20	S	15	75	..	75	1,300.00	46,800.00	11,700.00
E-4	22	Stephenson rebuilt	19′ 10″	30′ 4″	24	S	14	70	5	75	1,300.00	28,600.00	7,150.00
E-4	1	Stephenson rebuilt	19′ 10″	30′ 4″	24	S S	14	70	20	90	1,300.00	1,300.00	130.00
E-5	5	G. T. Co.	22′ 0″	32′ 4″	24	S S	8	40	30	70	1,250.00	6,250.00	1,875.00
E-6	7	American	16′ 0″	25′ 4″	18	S S	15	75	5	80	1,100.00	7,700.00	1,540.00
E-7	6	W. D. rebuilt	21′ 0″	31′ 0″	22	S	16	80	..	80	1,200.00	7,200.00	1,440.00
	119											$156,000.00	$34,970.00
Open Motor Bodies.													
A	62	Pullman	20′ 0″	29′ 6″	40	S	15	60	..	60	1,050.00	$ 65,100.00	$26,040.00
A-1	7	Pullman	17′ 3″	26′ 10″	36	S S	15	60	..	60	1,000.00	7,000.00	2,800.00
A-2	16	Stephenson	17′ 6″	25′ 10″	40	S S	15	60	10	70	1,000.00	16,000.00	4,800.00
A-3	30	LaClede	19′ 8″	28′ 0″	40	S S	16	64	6	70	1,050.00	31,500.00	9,450.00
A-4	12	LaClede	17′ 7″	25′ 4″	40	S	16	64	6	70	1,000.00	12,000.00	3,600.00
	127											$131,600.00	$46,690.00

Open Trailer Bodies.

C	11	Pullman	17′	4″	25′	9″	45	S	16	64	..	64	$ 975.00	$ 10,725.00	$ 3,861.00
C-1	14	Pullman	18′	3″	25′	4″	40	S	16	64	..	64	975.00	13,650.00	4,914.00
C-1	1	Pullman	18′	3″	25′	4″	40	S	16	64	26	90	975.00	975.00	97.50
C-2	7	Stephenson	17′	6″	25′	0″	50	S	16	64	..	64	850.00	5,950.00	2,142.00
C-3	10	St. Charles	15′	2″	23′	0″	42	S	16	64	..	64	800.00	8,000.00	2,880.00
	43													$ 39,300.00	$13,894.50

Box Trailer Bodies.

B-5	5	St Louis Car Co.	18′	0″	26′	0″	20	S	15	75	..	75	$1,100.00	$ 5,500.00	$ 1,375.00
		Grand total												$332,400.00	$96,929.50

CAR BODIES.

Rehabilitation Details.

Closed Motors.

Class	No.	Maker	Cost New	Present Value
E	11	Pullman	$15,400.00	$ 3,080.00
E-1	18	Pullman	25,200.00	6,300.00
E-3	36	Brownell	46,800.00	11,700.00
E-4	22	Stephenson	28,600.00	7,150.00
E-5	5	C. T. Co	6,250.00	1,875.00
E-7	6	W. D. Rebuilt	7,200.00	1,440.00
	98		$129,450.00	$31,545.00

Average present value per car ..... $ 322.00

Average age, 14.5 years.

Average cost new 1,321.00

Average depreciation per car ..... $ 999.00

Average depreciation per car per year.

$\frac{999.00}{14.5}$ = ... $ 68.90

2 years = ... $ 137.80

50		Inside at present value = 50x322.00	$ 16,100.00
6	..	outside	.....
*18		Inside operate until 1910 = 18x68.90	1,240.20
6	..	Outside	.....
*18		Inside operate until 1911 = 18x137.80	2,480.40
12	86		$ 21,820.60
98			
		*36 2nd hand bodies at $50.00	1,800.00
		Total	$ 23,620.60

CAR BODIES.

Rehabilitation Details.

Open Motors.

Class	No.	Maker	Cost New	Present Value
A	62	Pullman	$65,100.00	$26,040.00
A-1	7	Pullman	7,000.00	2,800.00
A-3	30	LaClede	31,500.00	9,450.00
			$103,600.00	$38,290.00
Average present value per car				$ 386.77
Average cost new per car				1,046.47
Average depreciation per car				659.70
Average age, 15.4 years.				
Average depreciation per car per year				$ 42.83
2 years' wearing value				85.66
	50	Inside city at present value 50x386.77 =		19,338.50
6	..	Outside city at present value		.....
	*18	Inside city operate until 1910—18x42.83 =		770.94
4	..	Outside city		.....
	*18	Inside city operate until 1911—18x85.66 =		1,541.88
3	..	Outside city		.....
13	86			$ 21,651.32
	99	*36 2nd hand car bodies at $50.00		1,800.00
		Total		$ 23,451.32

RECAPITULATION.

Total bodies reported (exclusive of miscellaneous)	294	
Total 2nd hand and present value (98 plus 99)	197	
Number to be scraped now	97	
97x25 = $2,425.00. 87½% of $2,425.00 =		$ 2,121.88
Rehabilitation value of open motors		23,451.32
Rehabilitation value of closed motors		23,620.60
Total rehabilitation value of car bodies		$ 49,193.80

TRUCKS.

Rehabilitation Details.

	Cost New	Present Value
Brill trucks at	$ 265.00	$ 159.00
Depreciation $106.00		
Average age, 14.5 years.		
Annual depreciation 7.31		
2 years' depreciation 14.62		
100 trucks at present value—100x159.00 =		$15,900.00
36 trucks one year's wearing value plus 2nd hand value—36x107.31 =		3,863.16
36 trucks two years' wearing value plus 2nd hand value—36x114.62 =		4,126.32
25 trucks outside city		
197 = number of car bodies allowed		
Total		$23,889.48
54 motor trucks 2nd hand—54x100 =	$ 5,400.00	
43 trailer trucks 2nd hand—43x100 =	4,300.00	
Total value	$ 9,700.00	
Value inside city (87½%)		$ 8,487.50
Total rehabilitation value of trucks		$32,376.98

294 = total number trucks reported.

MOTOR EQUIPMENT.

Rehabilitation Details.

Two motor equipment.

	Present value (G. E. 800) (G. E. 52)	$ 524.00	
	Cost new	1,048.00	
	Depreciation	$ 524.00	
	Average age 14.5 years.		
	Average annual depreciation $36.00		
	Two years annual depreciation $72.00		
100	Motor equipment present value		$52,400.00
36	Motor equipment at one year's wearing value plus second-hand value (36 plus 300)		12,096.00
36	Motor equipment at two years' wearing value plus second-hand value (72 plus 300)		13,392.00
18	Motor equipment outside city		
190			$77,888.00
5	3 motor equipments, present value	$3,930.00	
6	3 motor equipments, present value	5,022.00	
		$8,952.00	
	$87\frac{1}{2}\%$ of $8,952.00 =		$7,833.00
	Total rehabilitation value of motor equipment		$85,721.00

201 = Total motor equipments reported including 8 single motors shown in miscellaneous equipment as 4–2 motor equipments.

Miscellaneous Equipment.

	Present value allowed.	
	Present value as shown	$5,583.00
	Present value of motors used above	1,540.00
	Net present value	$4,043.00
	$87\frac{1}{2}\%$ of $4,043.00 = Rehabilitation value of miscellaneous equipment	$3,537.62

MISCELLANEOUS CARS.

Rehabilitation Details.

		Present Value
3	Electric tank sprinklers	$2,880.00
10	Electric plows	7,200.00
3	Trailer plows	375.00
11	Electric sweepers	9,517.00
3	Motor dump cars (coal)	562.50
11	Trailer dump cars	1,512.50
41		$22,047.00
9	Miscellaneous cars at $50.00	450.00
50	Total Miscellaneous reported	$22,497.00
	66 2/3% of miscellaneous considered inside city. Rehabilitation value of miscellaneous cars. 2/3 x $22,497.00 =	$14,998.00

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group A.

General Description:

Open passenger body.
Single truck.
Wheel base, 8 feet.
Wheels, 33 in.
Reversible and fixed seats.
Seating capacity, 40.

General Dimensions:

Length over bumpers, 29 ft. 6 in.
Length over end posts, 20 ft.
Width over all, 7 ft. 6 in.
Height, floor to ceiling, 7 ft. 6 in.
Height, top of rail to trolley board, 11 ft.

Framing:

Sills, 4 in. x 7 in., pine.
Corner posts, 4, $3\frac{1}{2}$ in. x $3\frac{1}{2}$ in., oak.
Side posts, 12, $2\frac{1}{4}$ in. x $3\frac{1}{4}$ in., oak.
Bumpers, oak, steel plated.
Dash, steel.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Two trap doors over each motor.

Roof:

Monitor, wood and canvas.

Windows:

Four drop, 22 in. x 34 in.
Four fixed, 4 in. x 34 in.
Twenty colored lights in roof.

Interior Work:

Oak and ash.

Seats:

Twelve reversible.
Eight stationary, back to back.

Lighting:

Type, electric.
One 4-light cluster.
Two 3-light clusters.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group A—Continued.

Curtains:

Roller type.
Width, 27 in., striped cotton, 3 stiffeners.

Fender:

C. C. Ry. truck type.

Steps:

Folding type, two, full length of car.

Signals:

Two conductor's bells, 6 in. dia.
Two gongs, 12 in. dia.

Trimming:

Malleable iron and bronze.

Sand Boxes:

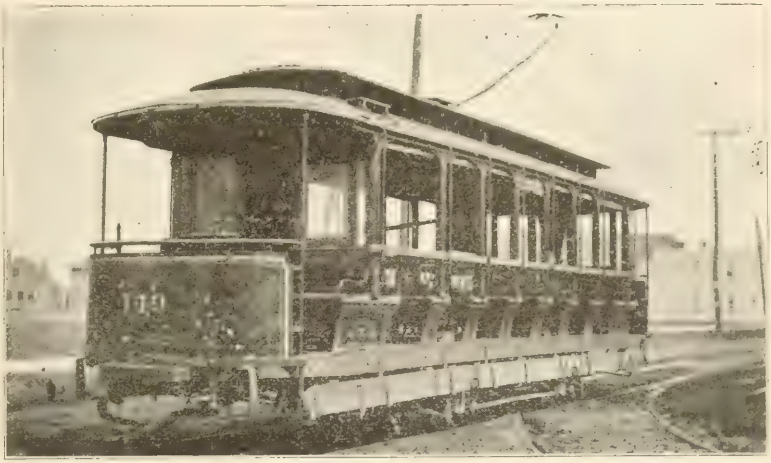
Two.

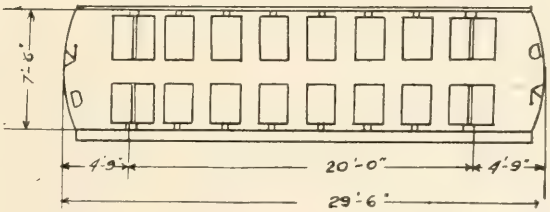
Hand Brakes:

Double end ratchet.

Fare Registers:

None.





Cars—Typical Car No. 149.
GROUP A.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group A-1.

General Description:

Open passenger body.
Single truck.
Wheel base, 8 ft.
Wheels, 33 in.
Reversible and stationary seats.
Seating capacity, 36.

General Dimensions:

Length over bumpers, 27 ft.
Length over corner posts, 17 ft. 5 in.
Width over all, 7 ft. 6 in.
Height, floor to ceiling, 7 ft. 8 in.
Height, top of rail to trolley board, 11 ft.

Framing:

Sills, $4\frac{1}{2}$ in. x 7 in.
Corner posts, 4, oak, $3\frac{1}{2}$ in. x $3\frac{1}{2}$ in.
Side posts, 8, ash, $2\frac{1}{2}$ in. x $3\frac{1}{2}$ in.
Bumpers, oak, steel plated.
Dash, steel.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Two trap doors over each motor.

Roof:

Monitor, wood and canvas.

Windows:

Four drop, 22 in. x 35 in.
Four fixed, 4 in. x 35 in.
Eighteen colored in roof.

Interior Work:

Oak and ash.

Seats:

Ten reversible.
Eight stationary, back to back.

Lighting:

Type, electric.
Two 3-light clusters.
One 4-light cluster.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group A-1—Continued.

Curtains:

Roller type.
Width, 27 in., striped cotton, 3 stiffeners.

Fender:

C. C. Ry. truck type.

Steps:

Folding type, two, full length of car.

Signals:

Two conductor's bells, 6 in. dia.
Two gongs, 12 in. dia.

Trimming:

Malleable iron and bronze.

Sand Boxes:

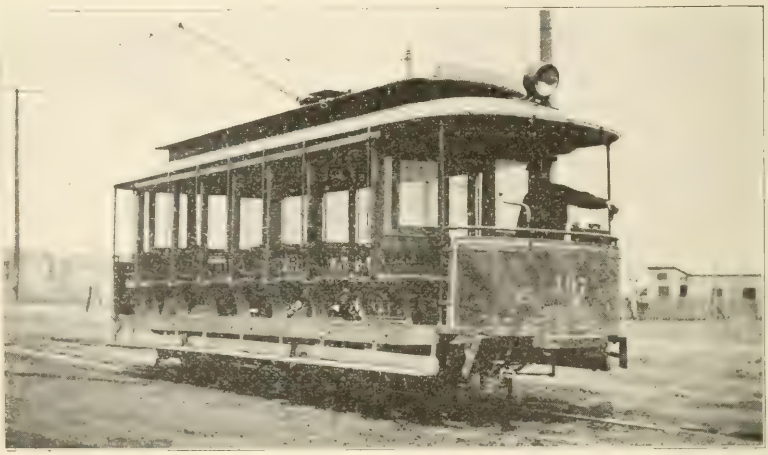
Two.

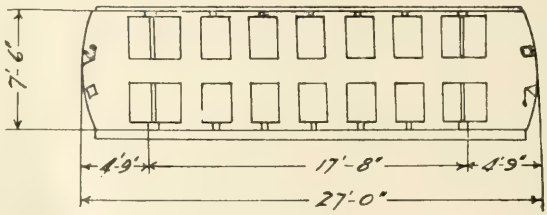
Hand Brakes:

Double end ratchet.

Fare Registers:

None.





Cars—Typical Car No. 197.
GROUP A-1.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group A-2.

General Description.

Open passenger body.
Single truck.
Wheel base, 7 ft. 6 in.
Wheels, 33 in.
Stationary seats.
Seating capacity, 40.

General Dimensions:

Length over bumpers, 25 ft.
Length over corner posts, 17 ft. 6 in.
Width over all, 7 ft. 6 in.
Height, floor to ceiling, 7 ft. 6 in.
Height, top of rail to trolley board, 11 ft.

Framing:

Sills, pine, $3\frac{1}{2}$ in. x 7 in.
Posts, 10, ash, $2\frac{1}{4}$ in. x $3\frac{1}{4}$ in.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Two trap doors over each motor.

Roof:

Bus type, wood and canvas.

Windows:

Four drop, 22 in. x 33 in.
Four fixed, 4 in. x 33 in.

Interior Work:

Oak and ash.

Seats:

Twenty stationary, back to back.

Lighting:

Type, electric.
Four 2-light clusters.

Curtains:

Button type. Striped cotton.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group A-2—Continued.

Fender:

C. C. Ry. truck type.

Steps:

Folding type. Two, full length of car.

Signals:

Two conductor's bells, 6 in. dia.
Two gongs, 12 in. dia.

Trimming:

Malleable iron and bronze.

Sand Boxes:

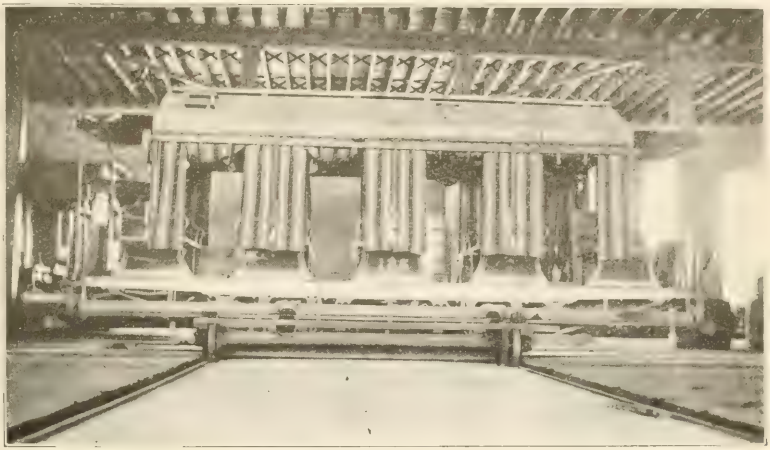
Two.

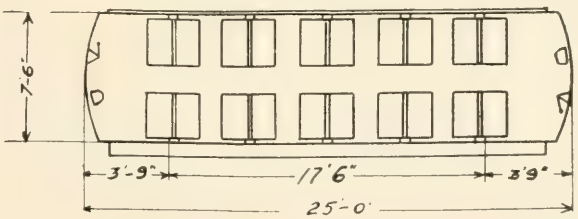
Hand Brakes:

Double end ratchet.

Fare Registers:

Equipped for Meaker registers.





Cars—Typical Car No. 125.
GROUP A-2.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group A-3.

General Description:

Open passenger body.
Single truck.
Wheel base 8 ft. 0 in.
Wheel 33 in.,
Stationary seats.
Seating capacity, 40.

General Dimensions:

Length over bumpers	27 ft. 10 in.
Length over corner posts	19 ft. 7 in.
Width over all	7 ft. 8 in.
Height, floor to ceiling	7 ft. 9 in.
Height, top of rail to trolley board	11 ft. 6 in.

Framing:

Sills, pine, 4 in. x 7 in.
Posts, 10, oak, $2\frac{3}{4}$ in. x $4\frac{1}{4}$.

Floor:

Pine, $3\frac{1}{4}$ x 7 /8 in.
Two trap doors over each motor.

Roof:

Bus type.
Wood and canvas.

Windows:

4 drop, 25 in. x 34 in.
2 colored lights in roof.

Interior Work:

Oak and ash.

Seats:

20 stationary, back to back.

Lighting:

Type, electric.
Three 3-light clusters.

Curtains:

Button type, striped cotton.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group A-3—Continued.

Fenders:

C. C. R. R. truck type.

Steps:

One each side.
One open, one closed.

Signals:

Two conductor's bells, 6 in. diameter.
Two gongs, 12 in. diameter.

Trimmings:

Malleable iron and bronze.

Sand Boxes:

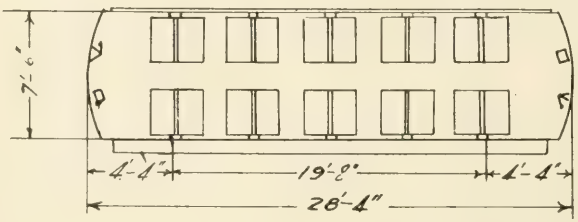
Two.

Hand Brakes:

Double end ratchet.

Fare Registers:

Equipped for Meaker registers.



Cars—Typical Car No. 349.
GROUP A-3.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group A-4.

General Description:

Open Passenger body.
Single truck.
Wheel base, 8 ft. 0 in.
Wheel, 33 in.
Stationary seats.
Seating capacity 40.

General Dimensions:

Length over bumpers.....25 ft. 4 in.
Length over corner posts.....17 ft. 7 in.
Width over all..... 7 ft. 6 in.
Height, floor to ceiling..... 7 ft. 6 in.
Height, top of rail to trolley board.....11 ft. 0 in.

Framing:

Sills $3\frac{1}{2}$ in.x 7 in.
Posts, 10, ash.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Two trap doors over each motor.

Roof:

Bus type, wood and canvas.

Windows:

Four drop 22 in. x 33 in.
Four stationary 4 in. x 33 in.
Six colored lights in roof.

Interior Work:

Oak and maple.

Seats:

Twenty stationary, back to back.

Lighting:

Type electric.
Four 2-light clusters.

Curtains:

Button type, striped cotton.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group A-4—Continued.

Fenders:

C. C. R. R. truck type.

Steps:

Folding type.
Two, full length of car.

Signals:

Two conductor's bells, one $4\frac{1}{2}$ in. diameter, one 6 in. diameter.
Two gongs 12 in. diameter.

Trimmings.

Malleable iron end bronze.

Sand Boxes:

Two.

Hand Brakes:

Double end ratchet.

Fare Registers:

Equipped for Meaker registers.

SPECIFICATIONS FOR CLOSED PASSENGER TRAIL CAR.

Group B.

General Description.

Closed passenger body.
Single truck.
Wheel base, 8 ft.
Wheels, 33 in.
Longitudinal seats.
Width of aisle, 40 in.
Seating capacity, 20.

General Dimensions:

Length over bumpers, 26 ft.
Length over body, 18 ft.
Width over all, 7 ft. 6 in.
Height, from floor to ceiling, 7 ft. 7 in.
Height of top rail to running board, 11 ft.

Framing:

Sills, pine, 7 in. x $7\frac{1}{2}$ in.
Corner posts, ash, $2\frac{1}{2}$ in. x $2\frac{1}{2}$ in.
Center posts, ash, 2 in. x $2\frac{1}{2}$ in.

Platform:

Open.
Bumpers, oak and steel plated.
Dash, steel.

Sheathing:

Side, above belt, poplar.
Side, below belt, concave steel.
End, poplar.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Ash strips.

Roof:

Monitor, wood and canvas.

Windows:

Twelve, drop, 34 in. x 35 in.
Four fixed, 19 in. x 34 in.
Two hinged, 19 in. x 34 in.
Four door, fixed, 19 in. x 32 in.

SPECIFICATIONS FOR CLOSED PASSENGER TRAIL CAR.

Group B—Continued.

Interior Work:

Birch and basswood.

Seats:

Longitudinal, Brussel finish.

Lighting:

Type, electric.
One 2-light cluster and 2 sockets.

Curtains:

Roller type, Pantasote.

Fender:

C. C. Ry. truck type.

Steps:

Folding type, 2 on each end.

Signals:

Two conductor's bells, 6 in. dia.

Trimmings:

Bronze.

Sand Boxes:

None.

Hand Brakes:

Double end ratchet.

Fare Registers:

None.

SPECIFICATIONS FOR CLOSED PASSENGER TRAIL CAR.

Group B-1.

General Description:

Closed passenger body.
Single truck.
Wheel base, 7 ft. 6 in.
Wheels, 33 in.
Longitudinal seats.
Width of isle, 43 in.
Seating capacity, 18.

General Dimensions:

Length over bumpers, 24 ft. 6 in.
Length over body, 16 ft. 6 in.
Width over all, 7 ft. 6 in.
Height, floor to ceiling, 7 ft. 10 in.
Height, top rail to running board, 11 ft.

Framing:

Sills, pine, 7 in. x $7\frac{1}{2}$ in.
Corner posts, ash, $2\frac{1}{2}$ in. x $2\frac{1}{2}$ in.
Center posts, ash, 2 in. x $2\frac{1}{2}$ in.

Platform:

Open; dash, steel.

Sheathing:

Side, above belt, poplar.
Side, below belt, concave steel.
End, poplar.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Ash strips.

Roof:

Monitor, wood and canvas.

Windows:

Sixteen drop, 22 in. x 30 in.
Four fixed, 26 in. x 29 in.
Two hinged, 26 in. x 29 in.

Interior Work:

Birch and basswood.

SPECIFICATIONS FOR CLOSED PASSENGER TRAIL CAR.

Gronp B-1—Continued.

Seats:

Longitudinal, Brussel finish.

Lighting:

Type, electric.
Five sockets.

Curtains:

None.

Fender:

C. C. Ry., truck type.

Steps:

Folding type, four, two on each end.

Signals:

None.

Trimming:

Malleable iron and bronze.

Sand Boxes:

None.

Hand Brakes:

Double end ratchet.

Fare Registers:

None.

SPECIFICATIONS FOR OPEN PASSENGER TRAIL CAR.

Group C.

General Description:

Open passenger body.
Single truck.
Wheel base, 8 ft. 6 in.
Wheels, 33 in.
Reversible and stationary seats.
Seating capacity, 45.

General Dimensions:

Length over bumpers, 25 ft. 9 in.
Length over corner posts, 17 ft. 4 in.
Width over all, 7 ft. 6 in.
Height, floor to ceiling, 7 ft. 6 in.
Height, top of rail to trolley board, 11 ft.

Framing:

Sills, pine, $3\frac{1}{2}$ in. x 7 in.
Corner posts, 4, oak, $3\frac{1}{2}$ in. x $3\frac{1}{2}$ in.
Side posts, 10, oak, $2\frac{1}{4}$ in. x $3\frac{1}{4}$ in.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in

Roof:

Monitor. Wood and canvas.

Windows:

Six drop, $22\frac{1}{2}$ in. x 33 in.
Four fixed, 4 in. x 33 in.

Interior Work:

Oak, ash and maple.

Seats.

Ten reversible.
Eight stationary, back to back.

Lighting:

Type, electric.
Two 3-light clusters.
One 4-light cluster.

Curtains:

Roller type. Striped cotton.

SPECIFICATIONS FOR OPEN PASSENGER TRAIL CAR.

Group C—Continued.

Fender:

C. C. Ry. truck type.

Steps:

Folding type. Two, full length of car.

Signals:

Two conductor's bells, 6 in. diameter.
Two gongs, 14 in. diameter.

Trimming:

Malleable iron and bronze.

Sand Boxes:

None.

Hand Brakes:

Double end ratchet.

Fare Registers:

Equipped for Meaker register.

SPECIFICATIONS FOR OPEN PASSENGER TRAIL CAR.

Group C-1.

General Description:

Open passenger body.
Single truck.
Wheel base, 8 ft.
Wheels, 33 in.
Reversible seats.
Seating capacity, 40.

General Dimensions:

Length over bumpers, 25 ft. 4 in.
Length over corner posts, 18 ft. 3 in.
Width over all, 7 ft. 6 in.
Height, floor to ceiling, 7 ft. 6 in.
Height, top of rail to trolley board, 11 ft.

Framing:

Sixteen posts, oak, 2 in. x 3 in.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.

Roof:

Monitor. Wood and canvas.

Windows:

Eighteen colored lights in roof.

Interior Work:

Oak, ash and maple.

Seats:

Eight reversible. No center aisle.

Lighting:

Type, electric.
Four 2-light clusters.

Curtains:

Roller type. Width 27 in. Striped cotton.

Fender:

C. C. Ry. truck type.

SPECIFICATIONS FOR OPEN PASSENGER TRAIL CAR.

Group C-1—Continued.

Steps:

Folding type. Two, full length of car.

Signals:

Two conductor's bells, 6 in. diameter.
Two gongs, 12 in. diameter.

Trimming:

Malleable iron and bronze.

Sand Boxes:

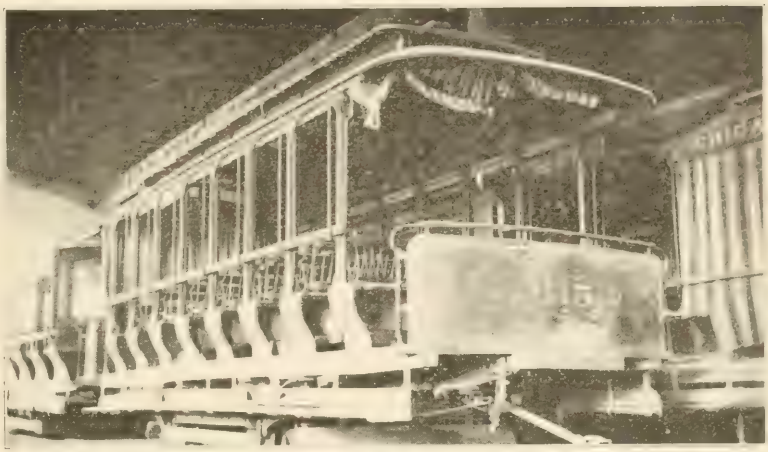
None.

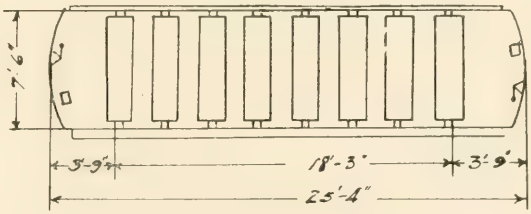
Hand Brakes:

Double end ratchet.

Fare Registers:

Equipped for Meaker register.





Cars—Typical Car No. 315.
GROUP C-1.

SPECIFICATIONS FOR OPEN PASSENGER TRAIL CAR.

Group C-2.

General Description:

Open passenger body.
Single truck.
Wheel base, 7 ft. 6 in.
Wheels, 33 in.
Reversible seats.
Seating capacity, 35.

General Dimensions:

Length over bumpers, 23 ft.
Width over all, 7 ft. 10 in.
Height, floor to ceiling, 7 ft. 10 in.
Height, top of rail to trolley board, 11 ft.

Framing:

Sills, pine, $3\frac{1}{2}$ in. x $8\frac{1}{2}$ in.
Corner posts, 4, $3\frac{1}{2}$ in. x $3\frac{1}{2}$ in., oak.
Side posts, 10, $2\frac{1}{4}$ in. x $3\frac{1}{4}$ in., oak.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.

Roof:

Monitor. Wood and canvas.

Windows:

Eighteen colored lights in roof.

Interior Work:

Oak, ash and maple.

Seats:

Seven reversible. No center isle.

Lighting:

Type, electric.
Five sockets.

Curtains:

Button type. Striped cotton.

Fenders:

None.

SPECIFICATIONS FOR OPEN PASSENGER TRAIL CAR

Group C-2—Continued.

Steps:

Folding type. Two, full length of car.

Signals:

One conductor's bell, 6 in. diameter.

Trimming:

Malleable iron and bronze.

Sand Boxes:

None.

Hand Brakes:

Double end ratchet.

Fare Registers:

None.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group C-3.

General Description:

Open passenger body.
Single truck.
Wheel, base, 7 ft. 6 in.
Wheels, 33 in.
Reversible seats.
Seating capacity 35.

General Dimensions:

Length over bumpers	23 ft. 0 in.
Length over corner posts	15 ft. 2 in.
Width over all	7 ft. 10 in.
Height, floor to ceiling	7 ft. 10 in.
Height top of rail to trolley board	11 ft. 0 in.

Framing:

Sills, pine, $3\frac{1}{2}$ in. x $8\frac{1}{2}$ in.
Corner posts, 4, $3\frac{1}{2}$ in. x $3\frac{1}{2}$ in., oak.
Side posts, 10, $2\frac{1}{4}$ x $3\frac{1}{4}$, oak.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.

Roof:

Monitor, wood and canvas.

Windows:

Eighteen colored lights in roof.

Interior Work:

Oak and ash.

Seats:

Seven reversible benches.

Lighting:

Type, electric.
Five sockets.

Curtains:

Button type, striped cotton.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group C-3—Continued.

Fenders:

None.

Steps:

Folding type, two, full length of car.

Signal:

One conductor's bell, 6 in. diameter.

Trimmings:

Malleable iron and bronze.

Sand Boxes:

Two.

Hand Brakes:

Double end ratchet.

Fare Registers:

None.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E.

General Description:

Closed passenger body.
Single truck.
Wheel base, 8 ft. 6 in.
Wheels 33 in.
Longitudinal seats.
Width of aisle 37 in.
Seating capacity 20.

General Dimensions:

Length over bumpers, 30 ft. 6 in.
Length over body, 20 ft. 10 in.
Width over all, 7 ft. 6 in.
Height, floor to ceiling, 7 ft. 10 in.
Height, top of rail to top of trolley board, 11 ft.

Platform:

Vestibule. Length 54 in.
Width of opening 30 in.
Bumpers, with steel plate.
Dash steel.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Two trap doors over each motor.

Sheathing:

Sides, $\frac{1}{2}$ in. poplar panels.
Ends, $\frac{1}{2}$ in. poplar panels.

Roof:

Monitor. Wood and canvas.

Doors:

Two, sliding, for 25 in. opening.
Two, folding, for 30 in. opening.

Windows:

Fourteen drop $33\frac{1}{2}$ in. x $34\frac{1}{2}$ in.
Two hinged and two fixed, 28 in. x 40 in.
Vestibule doors, 12 fixed, 5 in. x 30 in.
Vestibule doors, 8 fixed, $10\frac{1}{2}$ in. x $36\frac{1}{2}$ in.
Vestibule doors, 2 drop, $24\frac{1}{2}$ in. x 35 in.
Vestibule doors, 2 fixed, 23 in. x 32 in.
Fourteen ventilators, $7\frac{1}{2}$ in. x 33 in.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E—Continued.

Interior Work:

Oak and cherry.

Seats:

Longitudinal. Brussel finish.

Lighting:

Type, electric.
Three 2 light clusters.
One 3 light cluster.

Curtains:

None.

Fender:

C. C. Ry. truck type.

Steps:

Folding type. Two on each end.

Signals:

Two conductor's bells, 6 in. dia.
Two gong bells, 12 in. dia.

Trimming:

Malleable iron and bronze.

Sand Boxes:

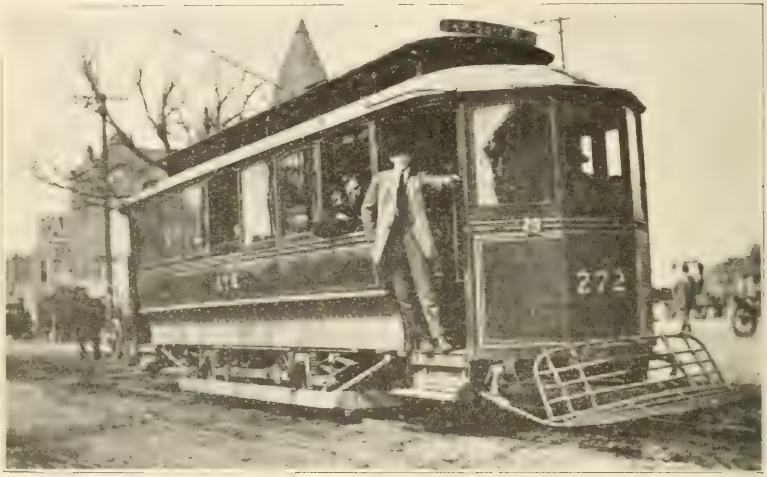
Two.

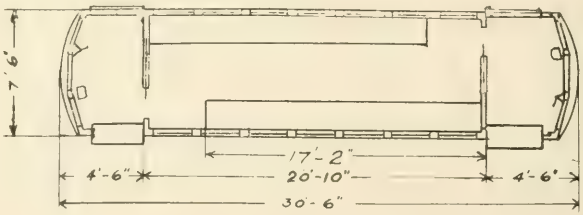
Hand Brakes:

Double end ratchet.

Fare Registers:

Equipped for Meaker register.





Cars—Typical Car No. 272.
GROUP E.

SPECIFICATIONS FOR CLOSED MOTOR CAR.

Group E-1.

General Description:

Closed passenger body.
Single truck.
Wheel base 8 ft.
Wheels, 33 in.
Longitudinal seats.
Width of aisle 40 in.
Seating capacity 20.

General Dimensions:

Length over bumpers 31 ft.
Length over body 20 ft. 10 in.
Width over all 7 ft. 6 in.
Height, floor to ceiling, 7 ft. 10 in.
Height, top of rail to top of trolley board, 11 ft.

Platform:

Vestibule. Length 54 in.
Width of opening 30 in.
Bumper, oak with steel plate.
Dash steel.

Floor:

Pine, $3\frac{1}{4}$ in. x 7/8 in.
Two trap doors over each motor.

Sheathing:

Sides, $\frac{1}{2}$ in. poplar panels.
Ends, $\frac{1}{2}$ in. poplar panels.

Roof:

Monitor type. Wood and canvas.

Doors:

Two sliding, for 25 in. opening.
Two folding, for 30 in. opening.

Windows:

Fourteen drop, $32\frac{1}{2}$ in. x 34 in.
Four drop, $28\frac{1}{2}$ in. x 40 in.
Two hinged and two fixed, 28 in. x 40 in.
Fourteen ventilator windows, $7\frac{1}{2}$ in. x 33 in.
Vestibule, 2 drop, 25 in. x 35 in.
Vestibule, 4 fixed, 25 in. x 35 in.
Door, 2 fixed, 22 in. x 33 in.
End, 2 fixed, 6 in. x 34 in.
End roof, 4 colored.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E-1—Continued.

Interior Work:

Cherry and oak.

Seats:

Longitudinal. Rattan.

Lighting:

Type, electric.
Three 3-light clusters.

Curtains:

Fourteen. Material Pantasote.

Fender:

C. C. Ry. truck type.

Steps:

Folding type. Two on each end.

Signals:

Two conductor's bells, $4\frac{1}{2}$ in. dia.
Two gong bells, 12 in. dia.

Trimming:

Malleable iron and bronze.

Sand Boxes:

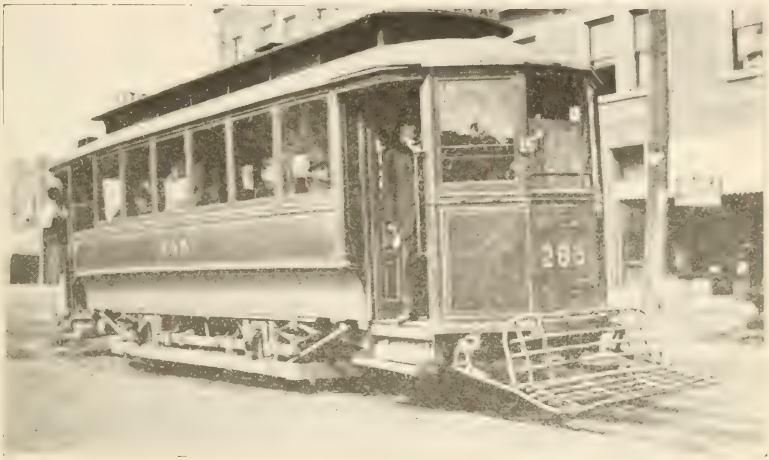
Two.

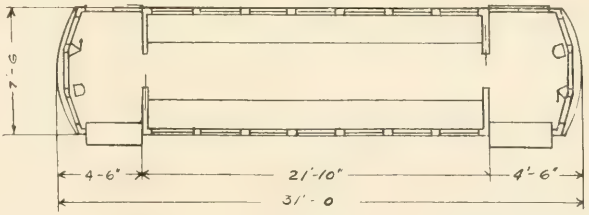
Hand Brakes:

Double end ratchet.

Fare Registers:

Equipped for Meaker register.





Cars—Typical Car No. 285.
GROUP E-1.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E-2.

General Description:

Closed passenger body.
Single truck.
Wheel base 7 ft. 6 in.
Wheels, 33 in.
Longitudinal seats.
Width of aisle 36 in.
Seating capacity 20.

General Dimensions:

Length over bumpers 28 ft. 10 in.
Length over body 18 ft.
Width over all 7 ft. 6 in.
Height, floor to ceiling, 7 ft. 8 in.
Height, top of rail to top of trolley board, 11 ft.

Platform:

Vestibule. Length 54 in.
Width of opening 31 in.
Bumpers, oak with steel plate.

Floor:

Pine, 12 in. x 7 /8 in.
Two trap doors over each motor.

Sheathing:

Sides, $\frac{1}{2}$ in. poplar panels.
Ends, $\frac{1}{2}$ in. poplar panels..

Roof:

Monitor. Wood and canvas.

Doors:

Two sliding, for 27 in. opening.
Two folding, for 31 in. opening.

Windows:

Fourteen drop, 29 in. x 35 in.
Two hinged, $20\frac{1}{2}$ in. x 35 in.
Four drop, $20\frac{1}{2}$ in. x 35 in.
Roof: 14 ventilators, $7\frac{1}{2}$ in. x $28\frac{1}{2}$ in.
Doors: 2 fixed, 18 in. x 33 in.
Eight fixed vestibule, $8\frac{1}{2}$ in. x $31\frac{1}{2}$ in.
Eight fixed vestibule, $10\frac{1}{2}$ in. x 32 in.
Two drop vestibule, $23\frac{1}{2}$ in. x $32\frac{1}{2}$ in.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E-2—Continued.

Interior Work

Oak and cherry.

Seats:

Longitudinal. Brussel finish.

Lighting:

Type, electric.
Four 2-light clusters.

Curtains:

Wooden shutters.

Fender:

C. C. Ry. truck type.

Steps:

Folding type. Two on each end.

Signals:

Two conductor's bells, 6 in. diameter.
Two gongs, 12 in. diameter.

Trimming:

Malleable iron and bronze.

Sand Boxes:

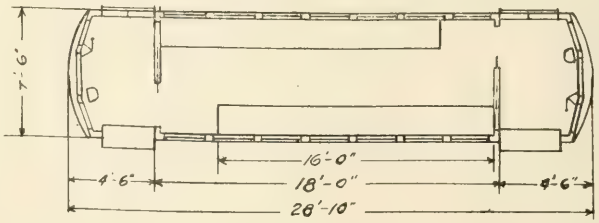
Two.

Hand Brakes:

Double end ratchet.

Fare Registers:

Equipped for Meaker register.



Cars—Typical Car No. 417.
GROUP E-2.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E-3.

General Description:

Closed passenger body.
Single truck.
Wheel base 7 ft. 6 in.
Wheels 33 in.
Longitudinal seats.
Width of aisle 40 in.
Seating capacity 24.

General Dimensions:

Length over bumpers 28 ft. 9 in.
Length over body 20 ft.
Width over all 7 ft. 7 in.
Height floor to ceiling, 8 ft.
Height, top of rail to top of trolley board, 11 ft.

Platforms:

Vestibule: Length 51 in.
Width of opening 27 in.
Bumpers, oak and steel plated.
Dash steel.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Two trap doors over each motor.

Sheathing:

Sides, $\frac{1}{2}$ in. poplar panels.
Ends, $\frac{1}{2}$ in. poplar panels.

Roof:

Monitor. Wood and canvas.

Doors:

Two sliding, for 27 in. opening.
Two folding, for 27 in. opening.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E-3—Continued.

Windows:

Fourteen drop, 32 in. x 34½ in.
Two fixed, 27 in. x 42 in.
Two hinged, 27 in. x 42 in
Doors: 4 fixed, 17 in. x 19 in.
Ventilators: 14 colored, 7½ in. x 31½ in.
Body: 4 drop, 7 in. x 29 in.
Vestibule: 12 fixed, 5 in. x 30 in.
Vestibule: 4 fixed, 13½ in. x 36 in.
Vestibule: 4 fixed, 9½ in. x 36 in.
Vestibule: 2 drop, 23 in. x 40 in.

Interior Work:

Oak and cherry.

Seats:

Longitudinal. Brussel finish.

Lighting:

Type, electric.
Three 3-light clusters.

Curtains:

Wooden shutters.

Fender:

C. C. Ry. truck type.

Steps:

Folding type, two on each end.

Signals:

Two conductor's bells, 6 in. diameter.
Two gongs, 12 in. diameter.

Trimming:

Malleable iron and bronze.

Sand Boxes:

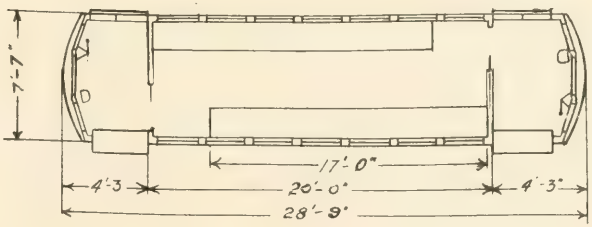
Two.

Hand Brakes:

Double end ratchet.

Fare Registers:

Equipped for Meaker register.



Cars—Typical Car No. 230.
GROUP E-3.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E-4.

General Description:

Closed passenger body.
Single truck.
Wheel base 8 ft.
Wheels 33 in.
Longitudinal seats.
Width of aisle 40 in.
Seating capacity 24.

General Dimensions:

Length over bumpers, 30 ft. 4 in.
Length over body 19 ft. 10 in.
Width over all, 7 ft. 7 in.
Height, floor to ceiling, 7 ft. 4 in.
Height, top of rail to top of trolley board, 11 ft.

Platform:

Vestibule. Length 54 in.
Width of opening 30 in.
Bumpers, oak and steel plate. Dash, steel.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Two trap doors over each motor.

Sheathing:

Sides, $\frac{1}{2}$ in. poplar panels.
Ends, $\frac{1}{2}$ in. poplar panels.

Roof:

Bus type. Wood and canvas.

Doors:

Two sliding, for 27 in. opening.
Two folding, for 30 in. opening.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.
Group E-4—Continued.

Windows:

Twenty windows, 22½ in. x 29½ in. drop.
Two hinged, 25½ in. x 28½ in.
Four drop, 25½ in. x 28½ in.
Roof: 44 colored vertical lights, 6 in. x 9 in.
Four colored end lights.
Door: 4 fixed, 9½ in. x 30 in.
Vestibule: 8 fixed, 8½ in. x 31½ in.
Vestibule: 8 fixed, 14 in. x 35½ in.
Vestibule: 2 drop, 28 in. x 35½ in.

Interior work:

Oak and cherry.

Seats:

Longitudinal. Brussel finish.

Lighting:

Type, electric.
Two 3-light clusters.
One 4-light cluster.

Fender:

C. C. Ry. truck type.

Curtains:

None.

Steps:

Folding type, two on each end.

Signals:

Two conductor's bells, 4½ in. diameter.
Two gong bells, 12 in. diameter.

Trimming:

Malleable iron and bronze.

Sand Boxes:

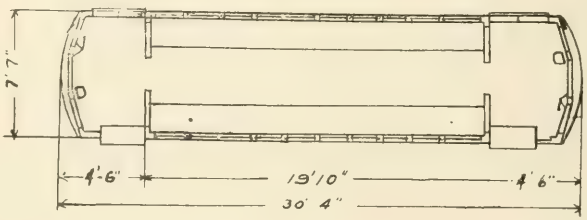
Two.

Hand Brakes:

Double end ratchet.

Fare Registers:

Equipped for Meaker register.



Cars—Typical Car No. 239.
GROUP E-4.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E-5.

General Description:

Closed passenger body.
Single truck.
Wheel base, 8 ft.
Wheels, 33 in.
Longitudinal seats.
Width of aisle 40 in.
Seating capacity, 24.

General Dimensions:

Length over bumpers, 32 ft. 6 in.
Length over body, 22 ft.
Width over all, 7 ft. 6 in.
Height, floor to ceiling, 7 ft. 10 in.
Height, top of rail to top of trolley board, 11 ft.

Platform:

Vestibule. Length 54 in.
Width of opening, 34 in.
Bumpers, oak and steel plate.
Dash, steel.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Two trap doors over each motor.

Sheathing:

Sides, $\frac{1}{2}$ in. poplar panels.
Ends, $\frac{1}{2}$ in. poplar panels.

Roof:

Monitor. Wood and canvas.

Doors:

Two sliding, for 27 in. opening.
Two folding, for 34 in. opening.

Windows:

Fourteen drop, $35\frac{1}{2}$ in. x $36\frac{1}{2}$ in.
Four fixed, 23 in. x $36\frac{1}{2}$ in.
Two hinged, 23 in. x $36\frac{1}{2}$ in.
Roof: 14 colored ventilators, $7\frac{1}{2}$ in. x 35 in.
Six end ventilators, colored.
Doors: 2 fixed, 20 in. x 32 in.
Vestibule: 8 fixed, $8\frac{1}{2}$ in. x $31\frac{1}{2}$ in.
Vestibule: 8 fixed, 14 in. x 39 in.
Vestibule: 2 drop, $27\frac{1}{2}$ in. x 39 in.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E-5—Continued.

Interior Work:

Oak and cherry.

Seats:

Longitudinal. Rattan finish.

Lighting:

Type, electric.
Two 3-light clusters.
One 2-light cluster.

Curtains:

Pantasote.

Fender:

C. C. Ry. truck type.

Steps:

Folding type, two on each end.

Signals:

Two conductor's bells, 6 in. diameter.
Two gongs, 12 in. diameter.

Trimming:

Malleable iron and bronze.

Sand Boxes:

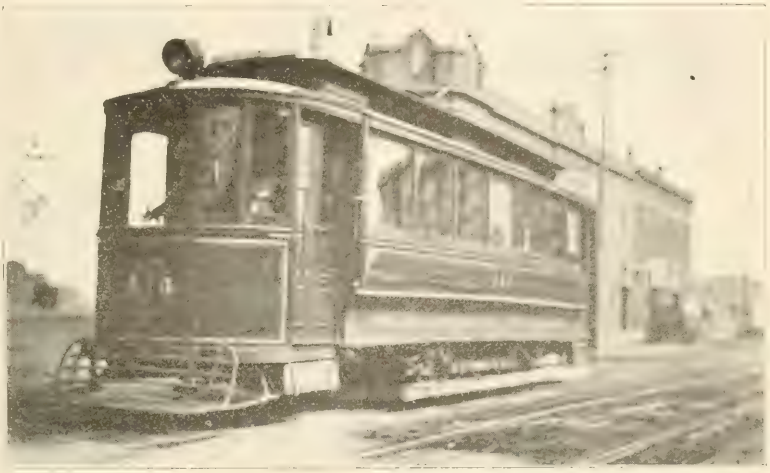
Two.

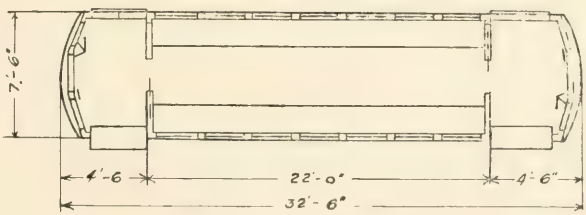
Hand Brakes:

Double end ratchet.

Fare Registers:

Equipped for Meaker register.





Cars—Typical Car No. 414.
GROUP E-5.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E-6.

General Description:

Closed passenger body.
Single truck.
Wheel base, 8 ft.
Wheels, 33 in.
Longitudinal seats.
Width of aisle, 42 in.
Seating capacity, 18.

General Dimensions:

Length over bumpers, 25 ft.
Length over body, 16 ft. 2 in.
Width over all, 7 ft. 8 in.
Height, floor to ceiling, 7 ft. 9 in.
Height, top of rail to trolley board, 11 ft.

Platform:

Vestibule. Length 44 in.
Bumpers, oak with steel plate. Dash, steel.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Two trap doors over each motor.

Sheathing:

Sides, $\frac{1}{2}$ in. poplar panels.
Ends, $\frac{1}{2}$ in. poplar panels.

Roof:

Monitor. Wood and canvas.

Doors:

Two sliding, for 26 in. opening.
Two wire gates in vestibule.

Windows:

Sixteen drop, 22 in. x 29 in.
Two hinged and 4 fixed, 27 in. x 29 in.
Vestibule: 8 fixed, 10 in. x 34 in.
Vestibule: 2 fixed, 26 in. x 38 in.
Doors, four, 9 in. x 30 in.

Interior Work:

Oak and cherry.

SPECIFICATIONS FOR CLOSED PASSENGER MOTOR CAR.

Group E-6—Continued.

Seats:

Longitudinal. Brussel finish.

Lighting:

Type, electric.
Six sockets.

Curtains:

Wooden shutters, drop.

Fender:

C. C. Ry. truck type.

Steps:

Folding type, 2 on each end.

Signals:

Two conductor's bells, 6 in. diameter.
Two gongs, 12 in. diameter.

Trimming:

Malleable iron and bronze.

Sand Boxes:

Two.

Hand Brakes:

Double end ratchet.

Fare Register:

Equipped for Meaker register.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group E-7.

General Description:

Closed passenger body.
Single truck.
Wheel base, 8 ft. lift.
Wheels, 33 in.
Longitudinal seats.
Width of aisle 41 in.
Seating capacity, 24.

General Dimensions:

Length over bumpers	31 ft. 4 in.
Length over body	21 ft. 0 in.
Width over all	7 ft. 6 in.
Height, floor to ceiling	7 ft. 6 in.
Height top of rail to trolley board	11 ft. 0 in.

Platform:

Vestibule length 34 in.
Width of opening 30 in.
Bumpers, oak and steel.
Dash, steel.

Floor:

Pine, $3\frac{1}{4}$ in. x 7 /8 in.
Two trap doors over each motor.

Roof:

Monitor, wood and canvas.

Doors:

Two sliding, for 26 in. opening.

Windows:

Sixteen, $29\frac{1}{2}$ in. x 33 in. drop.
Six, 25 in. x $32\frac{1}{2}$ in., 2 hinged and 4 fixed.

Interior Work:

Oak and cherry.

Seats:

Longitudinal. Brussels finish.

SPECIFICATIONS FOR OPEN PASSENGER MOTOR CAR.

Group E-7—Continued.

Lighting.

Type, electric.
Two 3-light clusters.
One 2-light cluster.

Fenders:

C. C. Ry. truck type.

Curtains:

None.

Steps:

Two single steps for each vestibule.

Signals:

Two conductor's bells, 6 in. diameter.
Two gongs, 12 in. diameter.

Trimmings:

Malleable iron and bronze.

Sand Boxes:

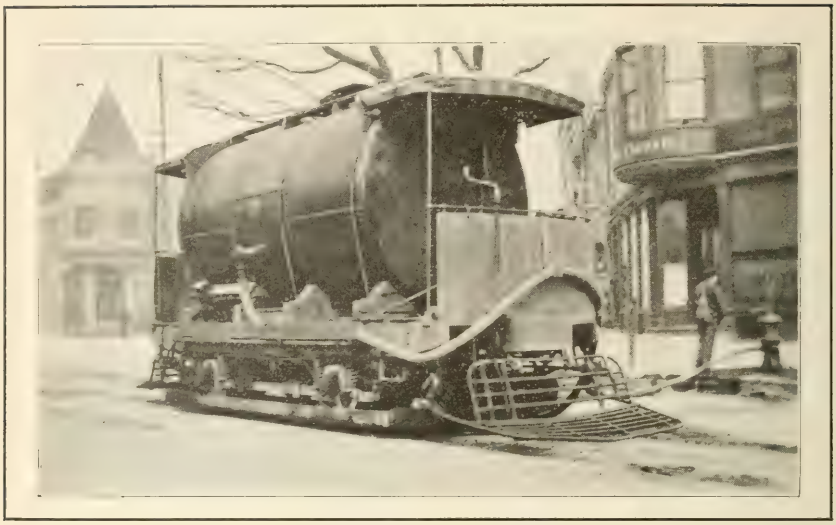
Two.

Hand Brakes:

Double end ratchet.

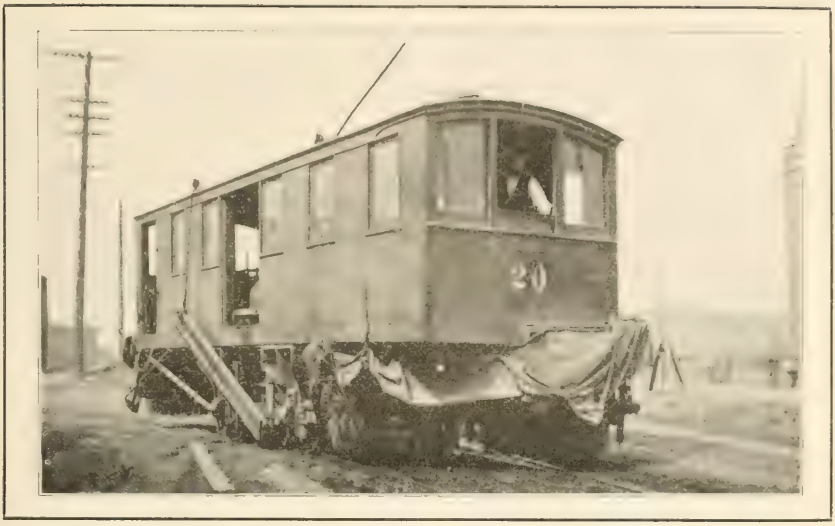
Fare Registers:

Equipped for Meaker register.

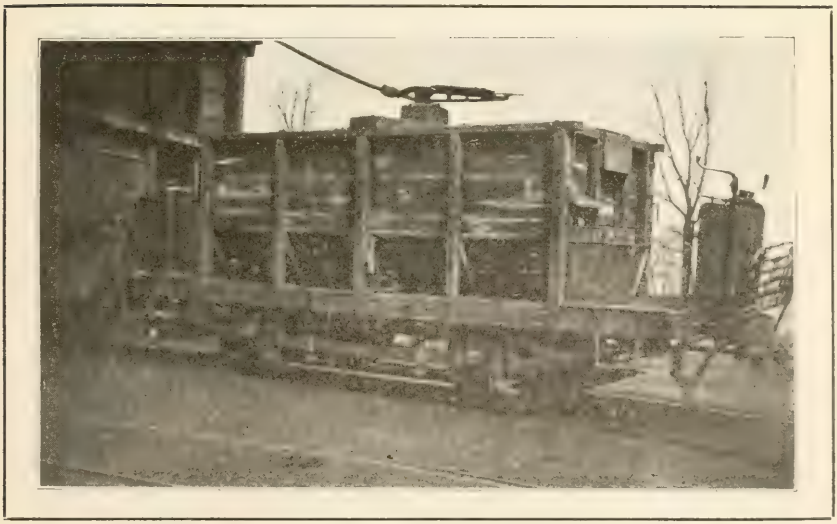


Cars—Miscellaneous.
GROUP H.

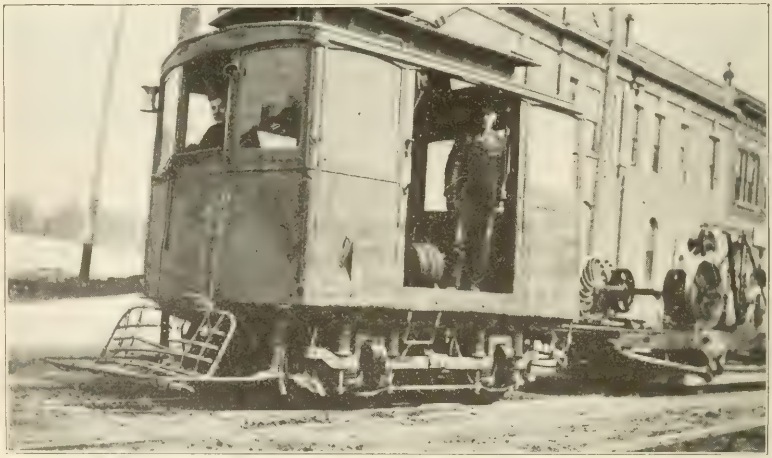
Cars—Miscellaneous.
GROUP I.



Cars—Miscellaneous.
GROUP K.



Cars—Miscellaneous.
GROUP M.



Cars—Miscellaneous.
GROUP S.

EXHIBIT IV

POWER PLANT EQUIPMENT

EXHIBIT NO. IV.

Power Plant Equipment.

GENERAL SUMMARY.

Description	Cost New	Scrap Value	Cost New Less Scrap	Depreciation	Recent Repairs	Present Value	Rehabilitation Value
I. Edgewater Power Plant.	$197,354.85	$13,332.27	$166,081.23	$ 65,041.75	$11,074.80	$143,387.90	$ 88,407.66
II. California Ave. Power Plant	505,730.07	24,282.13	430,542.48	185,689.82	12,258.40	329,479.15	329,479.15
Grand Total	$703,084.92	$37,614.40	$596,623.71	$250,731.57	$23,333.20	$472,867.05	$417,886.81

I. Property of the Chicago & North Shore Street Ry. Co.
II. Property of the Chicago Electric Transit Company.

VALUE OF POWER PLANT EQUIPMENT.

Edgewater Power Plant.

Chicago & North Shore Street Railway Company.

CONDITION OF PLANT.

The plant was originally built and put in commission in 1891. The boiler equipment then consisted of three 250 horse power Heine water tube boilers. A 350 horse power water tube boiler built by Jno. Mohr & Son, was installed in 1895. New tubes were installed in the Heine boilers in 1907, and in the 350 horse power unit in 1909. These boilers are still in use. Two 500 horse power Sterling water tube boilers were added to the plant in 1904.

The 20 in. x $41\frac{1}{2}$ in. x 36 in. cross compound Corliss engine is the result of combining two simple twin engines in 1901, which were originally installed in the plant in 1891. Extensive repairs were made on this unit in 1907. A rope drive, designed by the California Engineering Company, transmits the power from this unit to two 300 K. W. General Electric generators, also installed in 1891.

An Allis 23 in. x 36 in. x 60 in. tandem compound Corliss engine was installed in 1904. This unit is direct connected to a 750 K. W. Siemens & Halske generator, installed at the same time after having been thoroughly rebuilt. The third unit is an Allis 22 in. x 42 in. x 48 in. tandem compound Corliss engine installed in 1903 and direct connected to a Siemons & Halske 480 K. W. generator. This dynamo was repaired in 1906. Both of the Siemens & Halske machines were originally in service for a period of several years at the California Ave. plant. Both tandem compound engines had been rebuilt at the time installed in 1903–4.

A Westinghouse 18 in. x 30 in. x 16 in. vertical cross compound engine was installed in 1904. This unit is bolted to a 300 K. W. Westinghouse booster. Prior to this date both engine and generator were in operation at the California Ave. station and were not overhauled when moved to Edgewater.

A 300 K. W. General Electirc direct current belted generator, recently overhauled and rebuilt, is now kept at the plant for emergency.

The main steam header and leads were overhauled in 1904 and about half of the old material replaced by new. The exhaust header and feed water pipes were also new material in 1904.

The fuel oil system was first installed about fifteen years ago, but its use was discontinued later. In 1907 however, new machinery tanks and pipes were installed where needed and oil again used as fuel. The "Best" system of fuel oil burning is employed.

DETAILS OF EQUIPMENT.

Machinery Foundations:

Foundations are of brick and concrete.

Fuel Oil System:

4 Oil storage tanks.
1 Oil heater and meter.
2 Oil pumps.
1 Morris Machine works centrifugal pump with motor "Best" fuel oil burners.

DETAILS OF EQUIPMENT—Continued.

Boilers:

3 250 H. P. Heine water tube boilers.
1 350 H. P. J. Mohr & Son water tube boiler
2 500 H. P. Sterling water tube boilers.

Breeching:

1 Concrete breeching for Sterling boilers.
1 Steel breeching for Heine boilers.

Stack:

1 Self-supporting steel stack with brick base.

Heaters:

1 1050 H. P. Berryman closed heater.
1 1050 H. P. Baragwanath closed heater.

Purifiers:

2 72 in. x 18 ft. Horizontal purifiers.

Pumps:

1 Horizontal duplex feed pump (Snow).
1 Horizontal duplex feed pump (Laidlow, Dunn & Gordon).
2 Vertical duplex feed pump (Blake).
1 Horizontal duplex pump (Worthington).
1 Horizontal duplex pump (Blake).
1 No. 2 Nye pump.

Compressors:

1 Christenden Engineering Company motor driven air compressor.

Engine:

1 20 in. x 41½ in. x 36 in. cross compound Corliss engine.
1 23 in. x 36 in. x 60 in. tandem compound Corliss engine.
1 22 in. x 42 in. x 48 in. tandem compound Corliss engine.
1 18 in. x 30 in. x 16 in. Westinghouse vertical compound engine.

Pipe and Covering:

Black merchant and extra heavy pipe.
Cast iron fittings and valves.
Asbestos and magnesia pipe covering.

Generators:

3 300 K. W. General Electric generators, belted type.
1 750 K. W. Siemens & Halske, D. C. type.
1 480 K. W. Siemens & Halske, D. C. type.
1 300 K. W. Westinghouse booster, belted type.

Switchboard and Generator Leads:

18 Feeder panels.
5 Generator panels.
1 Wattmeter panel.

Miscellaneous:

1 15 ton Walker Mfg. Co. crane.
Power plant repair shop equipment.

POWER PLANT

EDGE

Chicago & North Shore

Description	% Depreciation	Cost New	Scrap Value	Cost New Less Scrap
Machinery foundations	4	$ 11,184.06		$ 11,184.06
Fuel oil system	4	4,182.00	$ 454.00	3,728.00
Boiler and Settings	4	24,350.00	840.00	23,510.00
Breeching and Smoke Flue	4–7	1,348.57	98.23	1,250.34
Stack	7	8,672.50	270.00	8,402.50
Heaters and purifiers	50% and total	2,395.00	403.00	1,992.00
Pumps	5	1,816.00	80.70	1,735.30
Compressed air system	5	255.00	18.75	236.25
Engines	3–4	49,941.37	2,499.09	47,442.28
Piping and Covering	4	19,247.00	1,852.00	17,395.00
Generators	3–5	44,020.00	5,800.00	38,220.00
Switchboard and general leads	3	9,490.00	772.00	8,718.00
Miscellaneous	2–3	2,512.00	244.50	2,267.50
Total		$179,413.50	$13,332.27	$166,081.23
Engineering, organization and incidentals, 10%		17,941.35	1,333.23	16,608.12
Grand total		$197,354.85	$14,665.50	$182,689.35

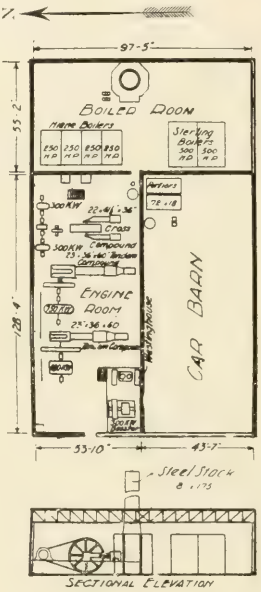
Cost new per connected K. W. (2130)
Cost new per boiler horse power (2100)
Present value per connected K. W. (2130)
Present value per boiler horse power (2100)

EQUIPMENT.

WATER.

Street Railway Co.

Depreciation	Recent Repairs	Present Value	Rehabilitation Value 8/4/10	Two Years Wearing Value	Rehabilitation Value discarded Nov. 1, 1911
$4,740.80	.....	$ 6,443.26	.....	.....	.....
869.00	.....	3,313.00	$ 1,730.00	.....	.....
10,161.00	$ 2,672.00	16,861.00	9,209.00	.....	.....
500.00	.....	848.57	135.00	.....	.....
6,301.00	.....	2,371.50	270.00	.....	.....
996.00	.....	1,399.00	1,200.00	.....	.....
371.57	.....	1,444.43	1,083.00	.....	.....
141.75	.....	113.25	100.00	.....	.....
13,728.00	396.00	36,609.37	29,100.00	.....	.....
4,348.75	.....	14,898.25	4,567.00	.....	.....
14,036.00	7,000.00	36,984.00	20,156.00	.....	.....
2,615.00	.....	6,875.00	5,188.00	.....	.....
320.00	.....	2,192.00	1,500.00	.....	.....
$ 59,128.87	$10,068.00	$130,352.63	$ 74,238.00	$6,745.86	.....
5,912.88	1,006.80	13,035.27	7,423.80	.....	.....
$ 65,041.75	$11,074.80	$143,387.90	$81,661.80	$6,745.86	$88,407.66
.....				92.65	
.....				93.97	
.....				67.32	
.....				68.28	



Power Plant Equipment Edgewater Power Plant of the Chicago & North Shore Street Railway Co.

VALUE OF POWER PLANT EQUIPMENT

California Ave. Power Plant.

Chicago Electric Transit Company.

CONDITION OF PLANT.

This plant was installed in 1894. The equipment then consisted of ten 300 H. P. Campbell & Zell water tube boilers with Murphy automatic stokers and smokeless furnaces and four 20 in. x 40 in. x 48 in. Fraser & Chalmers cross compound Corliss engines direct connected to 465 K. W. Siemens & Halske railway generators.

The auxiliaries for these engines consisted of four Blake 10 in. x 22 in. x 15 in. duplex jet condensers. New water cylinders were placed on these pumps in 1901.

In 1904 the engines were given a general overhauling and the size increased to 24 in. x 45½ in. x 48 in. by removing the bushings from the cylinders. At the same time heavier center bearings were installed and the small generators replaced by one 750 K. W. and three 1,000 K. W. units of the same type and make. These four large unit machines were second-hand at the time and all but the 750 K. W. were thoroughly rebuilt before being put in service. The latter was overhauled in 1906. At the present time the 1,000 K. W. generator for number four is being overhauled and a spare 465 K. W. dynamo is being operated temporarily.

In 1905 a 25 in. x 48 in. x 48 in. cross compound Corliss engine was installed direct connected to a 1,000 K. W. rebuilt Siemens & Halske machine. This was originally a Green Wheelock engine with Hill valve gear and had been in operation at the Edgwater plant for several years prior to that date. At the same time there was added for this unit a new 12 in. x 25 in. x 18 in. Worthington vertical jet condenser.

A 24 in. x 45½ in. x 48 in. Fraser & Chalmers cross compound Corliss engine direct connected to a 750 K. W. Siemens & Halske generator was added in 1906. These machines had been in operation at the Western Ave. power plant of the Union Traction Company for several years. For this unit a 24 in. x 12 in. simplex vertical belted pump was converted into a 10 in. x 24 in. x 12 in. simplex steam pump and placed in operation.

In 1907 there were installed two 500 H. P. Sterling water tube boilers equipped with Greene traveling grates.

The coal apparatus consists of Harrisburg drag and bucket conveyors which were overhauled and repaired in 1907. Large coal storage capacity is furnished in the boiler room by overhead steel bunkers and in the yard by an extensive shed, 200 ft. x 22 ft. This latter was erected in 1907.

There are four Barryman feed water heaters of the closed type in the plant with an aggregate capacity of approximately 4,000 horse power.

All high pressure steam and feed water piping were installed new in 1907, extra heavy pipe being used. The exhaust header and condenser lines have never been overhauled but are in good condition.

Many repairs other than those mentioned have been made as needed and the general condition of the plant was found to be good.

DETAILS OF EQUIPMENT.

Machinery Foundations:

Foundations are of brick and concrete.

Coal and Ash Handling Apparatus:

Overhead steel bunkers in boiler room.
Storage shed in yard (200 ft. x 22 ft.)
Harrisburg drag and bucket conveyors.
Ash hoppers and cars.
Ash elevator and elevated track.

Stokers:

10 Murphy automatic stokers.
2 Greene traveling chain grates.

Boilers:

10 300 H. P. Campbell & Zell water tube boilers.
2 500 H. P. Sterling water tube boilers.

Smoke Flues:

Smoke flues are of brick and concrete.

Stack:

Octagonal brick stack (200 ft. x 14 ft.).

Heaters:

4 Berryman closed heaters (4,000 H. P.).

Water Softening plant:

Jewell System gravity filtration.
2 Tanks, 11 ft. diameter, 12 ft. high.
Agitating apparatus.

Pumps:

2 Hor. Duplex feed pumps (Worthington).
1 Hor. Duplex feed pumps (Smith Vaile).
3 Hor. Duplex service pumps (Snow).
1 No. 3 Nye pump.

Compressors:

1 Westinghouse locomotive type compressor.
1 Crane locomotive type compressor.

Engines:

5 24 in. x 45½ in. x 48 in. cross compound Corliss engine.
1 25 in. x 48 in. x 48 in. cross compound Corliss engine.

Condensers:

4 10 in. x 22 in. x 15 in. Blake jet condensers.
1 12 in. x 25 in. x 18 in. Worthington jet condenser
1 10 in. x 24 in. x 12 in. Simplex vertical pump.

Piping and covering:

Black merchant and extra heavy W. I. pipe.
Cast iron condenser water lines.
Cast iron fittings and valves.
Asbestos and magnesia pipe covering.

Generators:

4 1,000 K. W. Siemens Halske generators.
2 750 K. W. Siemens Halske generator.
1 465 K. W. Siemens Halske generators.

Switchboards and Generator Leads:

51 Feeder panels.
6 Generator panels.
1 Meter panel.
1,000,000 C. M. generator leads.

Miscellaneous:

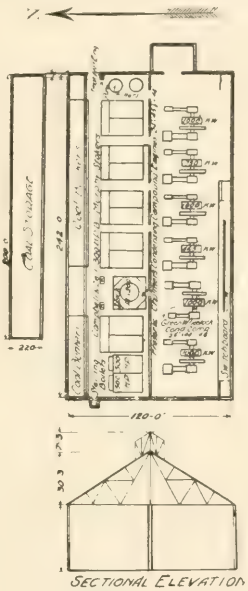
1 20 ton Walker crane.
1 20 ton car scale.

CALIFORNIA AVE. POWER PLANT EQUIPMENT.

Chicago Electric Transit Company.

Description	% Dep.	Cost New	Scrap Value	Cost New Less Scrap	Depreciation	Recent Repairs	Present Value
Machinery Foundations	3	$ 17,403.50	.....	$ 17,403.50	$ 6,971.40	.....	$ 10,432.10
Coal and ash apparatus	7 Ave.	23,732.61	$ 1,510.00	22,222.61	6,998.82	.....	16,733.79
Grates and stokers	5	14,266.82	779.00	13,487.82	4,290.50	.....	9,976.32
Boilers and settings	3½ 4	54,250.00	1,200.00	54,050.00	23,250.00	.....	31,000.00
Smoke flue	3½	4,651.75	100.00	4,551.75	2,389.70	.....	2,262.05
Stack	3	25,825.40	535.00	25,290.40	11,760.04	.....	14,065.36
Heaters	4 5	4,050.00	450.00	3,600.00	2,074.40	.....	1,975.60
Water softening plant	3	1,986.30	80.00	1,906.30	913.00	.....	1,073.30
Pumps	5	2,785.15	120.50	2,664.65	783.45	.....	2,001.70
Compressed air system	4	224.77	16.50	280.27	86.30	.....	138.47
Engines	3	111,300.00	4,087.00	107,213.00	42,885.00	.....	68,415.00
Condensers	4	15,730.00	350.00	15,380.00	6,604.00	.....	9,126.00
Pipings and covering	4½	57,552.04	4,837.13	52,714.91	16,137.13	.....	41,414.01
Generators	8	97,870.00	8,351.00	89,519.00	36,291.00	$11,144.00	72,723.00
Switchboard and gen. leads	3	20,729.59	1,606.00	19,123.59	6,884.49	.....	13,845.10
Miscellaneous	3–5	4,833.50	260.00	4,573.50	489.70	.....	4,343.80
Total		$457,194.43	$24,282.13	$432,909.30	$168,808.93	$11,144.00	$299,526.50
Engineering, organization and incidentals, 10%		45,719.14	2,428.21	43,290.93	16,880.89	1,114.40	29,952.65
Grand total		$502,910.57	$26,710.34	$476,200.23	$185,689.82	$12,258.40	$329,479.15

Cost new per connected kilo watt (5500)	$91.44
Cost new per boiler horse power (4000)	125.73
Present value per connected kilo watt (5500)	59.91
Present value per boiler horse power (4000)	82.37



Power Plant Equipment—California Avenue Power Plant of the Chicago Electric Transit Co.

EXHIBIT V.

TOOLS, SUPPLIES AND FURNITURE.

EXHIBIT V.

Tools, Supplies and Furniture.

GENERAL SUMMARY—ALL COMPANIES.

Total cost new	$88,177.91
Depreciation	16,978.39
Total present value	$71,999.52

DETAILED SUMMARY.

	Cost New	Present Value
Edgewater plant	$14,041.18	$10,923.32
California Ave plant	23,975.87	22,327.51
Elston Ave. car house	25,879.95	19,858.57
Graceland car house	6,385.27	4,946.93
Devon car house	3,497.50	3,245.50
Limits car houses	2,618.75	2,418.75
Cicero car house	9,829.89	6,740.19
1167 N. Clark St.	503.00	437.00
184 La Salle St.	1,446.50	1,101.75
	$88,177.91	$71,999.52

CHICAGO & NORTH SHORE STREET RAILWAY CO0.

EDGEWATER POWER PLANT.

Evanston Ave. near Ardmore Ave.

Tools and Machinery.

SUMMARY.

Total cost new	$14,041.18
Depreciation	3,117.86
Total present value	$10,923.32

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
	Tools.		
1	Wrench, semi-finished, socket, $\frac{5}{8}$ in., 15 in long.....	$ .40	$ .30
1	Wrench, semi-finished, socket, $1\frac{1}{4}$ in., 18 in. long...	.50	.40
1	Wrench, semi-finished, socket, $\frac{3}{4}$ in., 24 in. long....	.45	.35
1	Wrench, semi-finished, socket, $\frac{5}{8}$ in., 24 in long.....	.50	.40
2	Wrench, special, 8 in. long.....	1.00	.80
1	Wrench, Box special, 3 in., 36 in. long, 30 lbs.....	3.00	2.25
1	Wrench, open end, 2 in., 30 in. long, 100 lbs.....	5.00	3.75
1	Wrench box, 3 in., 24 in. long, 50 lbs.....	2.50	2.00
1	Wrench box, $3\frac{1}{2}$ in., 24 in. long, 70 lbs.(estimated)..	3.50	2.50
3	Wrench box, 1 in., 18 in. long.....	1.80	1.35
1	Wrench, spanner, 24 in. long, 50 lbs.....	4.00	3.00
1	Wrench, spanner, small.....	.25	.20
2	Wrench, special.....	1.00	.75
1	Wrench, comb., open end and box, $\frac{3}{4}$ in., 9 in. long..	1.00	.75
1	Wrench, comb., open end and box, 1 in., 24 in. long.	1.50	1.10
8	Wrench, open end, semi-finished, 1 in., 12 in. long..	2.56	2.00
2	Wrench, open end, semi-finished, 1 in., 18 in. long..	.80	.60
1	Wrench, open end, semi-finished, $1\frac{1}{4}$in., 18 in. long..	.60	.50
1	Wrench, open end, semi-finished, $1\frac{1}{2}$ in., 24 in. long.	.80	.70
2	Wrench, open end, semi-finished, $\frac{1}{2}$ in., 12 in. long..	.30	.25
1	Wrench, open end, semi-finished, $\frac{1}{2}$ in., 9 in. long...	.10	.08
2	Wrench, open end, semi-finished, $\frac{3}{4}$ in.,, 45 degree angle, 12 in. long.....	.40	.30
3	Wrench, open end, semi-finished, $1\frac{1}{4}$ in., 45 degree angle, 12 in. long.....	1.80	1.30
1	Wrench, open end, semi-finished, 1 in., 24 in .long...	.40	.30
1	Wrench, open end, semi-finished, 1 in., 6 in. long...	.32	.23
1	Wrench, open end, semi-finished, $\frac{1}{2}$ in., 24 in. long..	.20	.15
2	Wrench, open end, semi-finished, $\frac{3}{4}$ in., 18 in. long..	.50	.38
4	Wrench, open end, semi-finished, $\frac{3}{4}$ in., (light) 18 in long.....	.80	.60
1	Wrench, double open end, finished, $\frac{3}{4}$ x $\frac{7}{8}$ in., 12 in. long.....	.40	.30
3	Wrench, double open end, finished, $1\frac{1}{8}$ x 1 in., 18 in. long.....	1.50	1.10
2	Wrench, double open end, finished, $1\frac{1}{4}$ x $1\frac{1}{8}$ in., 24 in. long.....	2.70	2.00
5	Wrench, double open end, finished, $1\frac{3}{8}$ x $1\frac{1}{8}$ in., 24 in. long.....	11.25	8.50
1	Wrench, double open end, finished, $1\frac{1}{2}$ x $1\frac{1}{4}$ in., 24 in. long.....	2.10	1.50
1	Wrench, double open end, finished, $1\frac{1}{2}$ x $1\frac{3}{8}$ in., 24 in. long.....	2.25	1.75
1	Wrench, special double open end, finished, 1x $1\frac{1}{4}$ in.	1.40	1.05
1	Wrench, double open end, socket, $\frac{3}{4}$ in., 12 in. long.	.75	.55
1	Wrench, double open end, finished, $1\frac{1}{4}$ x $1\frac{1}{2}$ in., 24 in. long.....	2.10	1.50
1	Wrench, double end, adjustable, S., 12 in.....	1.50	1.10
1	Wrench, double open end, finished, 1 in., 24 in. long.....	.82	.60
1	Wrench, double open end, finished, $\frac{3}{4}$ in., 24 in.long.	.75	.60
1	Wrench, double open end, finished, $\frac{3}{4}$x1 in., 18 in. long.....	.78	.60
1	Wrench, special.....	1.00	.75
2	Wrench, double open end, finished, $\frac{3}{4}$ x $\frac{5}{8}$ in., 12 in. long.....	1.06	.75

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
	Wrenches in Basement.		
3	Wrenches, socket, $\frac{1}{2}$ in., 8 in. long	$ .90	$ .70
3	Wrenches, special, small	1.50	1.05
1	Wrenches, double socket, $\frac{5}{8}$ in., 8 in. long	.45	.30
1	Wrenches, socket, $\frac{7}{8}$ in., 10 in. long	.45	.30
2	Wrenches, socket, 1 in., 30 in. long	2.50	1.75
1	Wrenches, socket, 1 in., 18 in. long	.75	.55
1	Wrenches, socket, $1\frac{1}{4}$ in., 24 in. long	1.25	1.00
1	Wrenches, socket, $1\frac{1}{4}$ in., 40 in. long	2.00	1.50
1	Wrenches, socket, $1\frac{1}{2}$ in., 30 in. long	1.75	1.25
1	Wrenches, socket, $1\frac{1}{2}$ in., 24 in. long	1.25	1.00
1	Wrenches, socket, $\frac{3}{4}$ in., 15 in. long	.40	.30
1	Wrenches, socket, $1\frac{1}{4}$ in., 9 in. long	.60	.45
3	Wrenches, socket, $\frac{3}{4}$ in., 12 in. long	.75	.60
1	Wrenches, socket, $1\frac{1}{8}$ in., 8 in. long	.50	.40
1	Wrenches, socket, $\frac{3}{8}$ in., 8 in. long	.20	.15
2	Wrenches, socket, $1\frac{1}{4}$ in., 18 in. long	1.20	.90
2	Wrenches, special	1.20	.90
1	Wrenches, special box, $1\frac{1}{2}$ in., 24 in. long	.75	.60
1	Wrenches, double socket, $\frac{3}{4}$ in., 18 in. long	.50	.40
1	Wrenches, socket, $\frac{5}{8}$ in., 7 in. long	.40	.30
1	Wrenches, socket, $\frac{5}{8}$ in., 24 in. long	.75	.60
1	Wrenches, socket, $\frac{7}{8}$ in., 24 in. long	1.00	.80
1	Wrenches, socket, $1\frac{1}{2}$ in., 24 in. long	.75	.60
1	Wrenches, double socket (C. I.) $1\frac{1}{2}$ in. x 1 in., 18 in. long	.60	.45
1	Wrenches, socket, 1 in., 4 ft. 6 in. long	3.00	2.25
1	Wrenches, socket, $1\frac{1}{4}$ in., 15 in. long	1.00	.75
1	Wrenches, socket, $1\frac{1}{2}$ in., 15 in. long	1.25	.90
2	Wrenches, socket, 3 in., 9 in. long	3.50	2.60
1	Wrenches, socket, C. I., $1\frac{3}{4}$ in., 9 in. long	1.00	.75
1	Wrenches, socket, $2\frac{1}{4}$ in., 15 in. long	2.50	1.90
1	Wrenches, socket, $2\frac{1}{2}$ in., 18 in. long	2.50	1.90
1	Wrenches, socket, $2\frac{1}{4}$ in., 48 in. long	1.75	1.25
1	Wrenches, box, 3 in., 24 in. long	3.00	2.25
1	Wrenches, open end, $1\frac{1}{4}$ in., 18 in. long	1.00	.75
1	Wrenches, open end, $1\frac{1}{8}$ in., 24 in. long	1.00	.75
1	Wrenches, open end, $1\frac{1}{2}$ in., 20 in. long	1.00	.75
2	Wrenches, open end, $\frac{5}{8}$ in., 8 in. long	1.20	.90
1	Wrenches, open end, C. I., $1\frac{7}{8}$ in., 30 in. long	1.00	.75
1	Wrenches, open end, S $1\frac{1}{4}$ in., 30 in. long	1.00	.75
1	Wrenches, open end, 3 in., 24 in. long	1.25	.90
1	Wrenches, open end, $2\frac{1}{4}$ in., 30 in. long	1.75	1.25
1	Wrenches, open end, $2\frac{1}{8}$ in., 42 in. long	1.75	1.25
1	Wrenches, special	.50	.40
1	Wrenches, double open end, $\frac{7}{8}$ in.	.50	.40
2	Wrenches, open end, $\frac{3}{4}$ in., 12 in. long	1.00	.75
1	Wrenches, special, $\frac{1}{4}$ in., 9 in. long	.50	.40
1	Wrenches, open end, $2\frac{3}{4}$ in., 30 in. long	1.75	1.25
1	Wrenches, open end, 2 in., 28 in. long	1.50	1.10
1	Wrenches, open end, 2 in., 34 in. long	2.00	1.50
2	Wrenches, open end, 3 in., 24 in. long	5.00	3.75
2	Wrenches, open end, $2\frac{1}{4}$ in., 36 in. long	6.50	5.00
1	Wrenches, open end, $1\frac{1}{4}$ in., 36 in. long	.75	.55
1	Wrenches, open end, $\frac{1}{4}$ in., 8 in. long	.50	.40

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
1	Wrenches, open end, 1 in., 8 in. long	$ .40	$ .30
1	Wrenches, open end, 2¼ in., 36 in. long	1.50	1.10
1	Wrenches, hook, 4 in., 24 in. long	4.00	3.00
1	Wrenches, hook, 5 in., 30 in. long	5.00	3.75
1	Wrenches, open end, 4 in., 18 in. long	2.50	2.10
1	Wrenches, open end, 3½ in., 24 in. long	3.75	2.75
1	Wrenches, open end, 2½ in., 36 in. long	5.00	3.75
1	Wrench, open end, 6 in., 19 in. long	5.00	3.75
1	Wrench, open end, 6 in	8.00	6.00
1	Wrench, open end, 2½ in., 24 in. long	4.50	3.50
1	Wrench, special	5.00	3.75
1	Wrench, open end, 3 in., 24 in. long	2.00	1.50
1	Wrench, open end, 3½ in., 18 in. long	4.00	3.00
1	Wrench, open end (C. I.) 3½ in., 36 in. long	3.00	2.25
2	Wrenches, trimo, 36 in	7.20	6.00
4	Wrenches, trimo, 24 in	6.48	5.50
1	Wrench, trimo, 18 in	1.08	.80
3	Wrenches, trimo, 10 in	1.83	1.40
2	Wrenches, trimo, 6 in	1.08	.80
1	Tongs, chain, 48 in	5.50	4.10
1	Tongs, chain, 36 in	3.50	2.70
2	Tongs, common pipe, 1 in	1.50	1.10
1	Tongs, common pipe, ¾ in	.50	.40
2	Wrenches, monkey, 24 in	4.00	3.00
3	Wrenches, monkey, 12 in	1.50	1.10
1	Wrench, monkey, 10 in	.45	.35
1	Wrench, monkey, 8 in	.45	.35
1	Vise, Prentiss, 4½ in. jaw	15.00	10.00
2	Vises, Parker comb. (1 poor)	30.00	20.00
32	Chisels, cold, 7 in. long	9.60	8.00
2	Chisels, cold, 15 in. long	1.00	.75
2	Chisels, cold, 10 in. long	.80	.60
6	Punches, center	.60	.45
3	Pins, drift	.45	.35
9	Caulking tools, 6 in	2.70	2.10
9	Drills, twist, ⅞ in. to 1⅛ in	8.55	4.25
35	Drills, twist, ¼ in. to ¾ in	14.00	7.00
4	Drills, twist, 1¼ in., 36 in. long	.80	.70
3	Drills, twist, 1¼ in., 24 in. long	.90	.70
3	Drills, twist, 1 in., 30 in. long	.90	.70
1	Drill, twist, 1⅛ in., 36 in. long	.40	.30
9	Drills, brick, 1 in., 18 in. long	2.70	2.20
1	Drill, breast	2.50	2.00
2	Bars, crow, 5 ft. long	2.50	2.00
3	Bars, pinch, 5 ft. long	4.50	3.40
1	Bar, crow, 8 ft. long	1.75	1.25
2	Sledges, 15 lbs	3.00	2.25
3	Sledges, 12 lbs	3.60	2.60
2	Sledges, 10 lbs	2.00	1.50
2	Calipers, 18 in	1.50	1.15
2	Calipers, 12 in	1.20	.90
3	Cutters, wire, 12 in	3.75	3.00
4	Drivers, screw, 18 in	1.40	1.25
2	Drivers, screw, 12 in	.60	.50
1	Hammer, claw	.40	.30
1	Saw, 24 in	1.35	1.15

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
1	Square, level, 12 in	$ 2.10	$ 1.50
8	Awls, 12 in	.80	.60
10	Handles, hammer	.50	.40
1	Square, steel, 24 in. x 16 in	1.25	.90
1	Level, spirit, 24 in	1.00	.75
1	Plane, block, 9 in	1.75	1.40
2	Clamps, C. 6 in	1.00	.75
2	Hatchets, small	1.00	.75
2	Compass, 6 in	.50	.40
4	Packages Screws, wood, 2 in	.80	.60
34	Files, flat, 18 in	13.60	10.00
39	Files, flat, 12 in	7.80	6.00
12	Files, square, 18 in	4.80	3.60
5	Scrapers, 12 in	1.25	.90
2	Scrapers, 24 in	.60	.45
1	Hammer, blacksmith's	.50	.40
1	Anvil, 100 lbs	9.00	6.75
1	Anvil, 250 lbs	22.50	17.00
1	Forge, brick	6.00	4.50
1	Ladle, lead, 8 in	1.80	1.35
1	Ladle, lead, 3 in	.35	.25
12	Tongs, blacksmiths	4.80	3.60
3	Fullering tools	1.50	1.10
3	Cutters, cold	1.50	1.10
2	Rollers, tube, 4 in	10.80	8.30
1	Rollers, tube, 3½ in	5.00	3.75
5	Cleaners, tube, 4 in. (3 poor)	300.00	120.00
4	Cleaners, tube, 3½ in	220.00	110.00
4	Picks, boiler	1.60	1.20
1	Armstrong stock and dies, 2 in	6.00	4.50
2	Will's Bros. stock and dies, small	4.50	3.50
1½	Set extra dies for Armstrong	2.40	1.80
1	Cutter, pipe, three-wheel, 2 in	1.50	1.10
2	Taps, pipe, 2 in	1.88	1.40
4	Taps, pipe, 1½ in	2.76	2.00
1	Taps, pipe, 1¼ in	.56	.40
1	Taps, pipe, 1 in	.48	.35
2	Taps, pipe, ¾ in	.76	.55
2	Taps, pipe, ½ in	.56	.45
1	Taps, pipe, 3/8 in	.23	.15
2	Taps, pipe, ½ in	.38	.30
1	Taps, pipe, 1 in	.12	.10
2	Taps, bolt, 1¼ in	2.34	2.00
4	Taps, bolt, 7/8 in	2.88	2.25
3	Taps, bolt, ¾ in	1.62	1.20
4	Taps, bolt, 5/8 in	1.64	1.20
2	Taps, bolt, ½ in	.64	.50
3	Taps, bolt, 5/16 in	.48	.35
1	Taps, bolt, 1-1/32 in	.92	.75
3	Taps, bottom, ½ in	.96	.75
4	Taps, bottom, 3/8 in	.76	.50
3	Hammers, ball pein, 2 lbs	1.80	1.30
1	Hammers, ball pein, 1 lb	.40	.30
1	Mallet, small wood	.20	.15
1	Frame, hack saw	.35	.30
4	Brushes, wire	.40	.20

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
1	Tamp, 10 lbs	$ .40	$ .30
2	Trowels, Mason's	.60	.40
1	Shear, sheet metal, 18 in	1.50	1.10
1	Mallet, lead, 25 lbs	1.25	1.00
2	Irons, pick	.70	.60
1	Iron, solder, 1 lb	.40	.30
1	Pliers, wireman's, 15 in	.60	.45
2	Thermometers	3.00	2.25
3	Bottles Compound, soldering	.90	.70
1	Wringer, waste	1.25	1.00
1	Tool stand for turning down generator commutators	125.00	100.00
3	Torches, gasoline	7.50	5.50
4	Pantographs, wooden	6.00	4.50
2	Indicators, Crosby	150.00	112.50
1	Jack, small wood frame	10.00	7.50
1	Jack screw, 15 in	1.75	1.35
1	Jack screw, 12 in	1.50	1.10
1	Hoist, chain, 1½ ton	14.40	10.00
1	Hoist, chain, ½ ton	8.40	6.40
1	Oldman	.60	.45
2	Forks, coke	1.80	1.40
9	Shovels, coal	6.75	5.00
1	Stone, grind, old, 12 in	1.50	.50
2	Lanterns	1.00	.50
4	Brooms (new)	1.00	1.00
4	Wheelbarrows, iron	12.00	6.00
1	Testing set, magnets	9.50	5.00
8	Extensions, light	16.00	10.00
1	Plate, C. I. 15 in. x 15 in.	1.50	.50
205	Ft. hose, steam, 1¼ in. (150 ft. new)	69.70	50.00
60	Ft. hose, steam, 1 in, (old)	15.00	7.50
	Boiler Supplies.		
910	Lugs, boiler, C. I	81.90	70.00
960	Lug Saddles, C. I	38.40	33.00
3	Hose, boiler, ½ in. round, 10 ft. long	2.10	1.50
12	Castings, C. I., 12 in. x 1 in. x 9 ft	116.64	100.00
20	Hose, boiler hooks, etc., 1 in. round, 12 ft. long	20.00	15.00
5000	Brick, old fire	3.00	3.00
30	Ft. hose, water, 1 in	4.50	3.00
29	Packages glasses, gauge, 5/8 in. x 15 in	8.70	8.70
4	Packages glasses, gauge, 5/8 in. x 12 in	1.20	1.20
12	Packages glasses, gauge, 3/4 in. x 18 in	6.00	6.00
5	Packages glasses, gauge, 5/8 in. x 24 in	3.00	3.00
2	Boxes (full) washers, copper	10.00	10.00
350	Washers, copper, for boiler lugs	5.00	5.00
4	Lbs. washers, rubber, 4 in. diameter	3.00	3.00
5	Doors, C. I	3.00	2.50
107	Tubes, boiler, 4 in., 16 ft. long	479.36	479.36
40	Tubes, boiler, Sterling, 3½ in	147.20	147.20
25	Tubes, straight, 3½ in	92.00	92.00
8	Lugs, manhole	3.20	3.20
300	Lbs. C. I. parts	9.00	9.00
130	Bars, straight grate	65.00	65.00
4	Burners, large "Best" (old)	40.00	25.00
2	Burners, small "Best" (old)	15.00	10.00

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
	Electrical Supplies.		
8	Lbs. tape, rubber	$ 6.40	$ 6.40
15	Lbs. tape, friction	4.50	4.50
2	Fuses, 1,500 amperes	1.20	1.20
1	Fuse, 550 amperes	.20	.20
70	Fuses, 40 amperes	7.00	7.00
260	Fuses, 25 amperes	13.00	13.00
60	Fuses, 7 amperes	3.00	3.00
100	Fuses, 2 amperes	5.00	5.00
1	Rheostat, field resistance, 12 in. (old)	20.00	10.00
1	Rheostat, G. E. field resistance, 12 in. (new)	7.50	7.50
105	Brushes, carbon, 3½ in. x 2¾ in. x ¾ in. (new)	8.40	8.40
40	Brushes, carbon, 3½ in. x 2¼ in. x ½ in. (new)	2.80	2.80
102	Brushes, carbon, 3½ in. x 2-5/8 in. x 7/8 in. (new)	8.16	8.16
120	Brushes, carbon, 3½ in. x 2¼ in. x 5/8 in. (new)	8.40	8.40
32	Brushes, carbon, 3 in. x 2¾ in. x ¾ in. (old)	2.40	1.00
2	Gongs, electric	1.50	1.00
2	Racks, test, 5 lamp	1.20	1.00
1	Stand, reel	4.00	2.00
4	Holders, brush (old)	16.00	12.00
1	Bracket, C. I. brush	2.00	1.50
1	Spider, C. I.	.80	.60
50	Sockets, lamp	5.00	5.00
10	Switches, snap, 3 amperes	1.50	1.50
1	Switch, knife, 500 ampere (old)	2.00	1.50
24	Handles, switch	1.20	1.20
15	Globes, inner arc light	2.25	2.25
3	Globes, outer arc light	1.80	1.80
10	Lbs. contacts, copper	2.00	1.50
6	coils for circuit breakers	6.00	6.00
150	Lamps, inc., 16 c. p.	27.00	27.00
3	Gals. paint, black pole	2.70	2.70
1	Gal. paint, green pole	.90	.90
500	Ft. wire, small copper, av. No. 10	3.00	2.00
27	Ft. cable, 1M bars copper	14.31	10.00
390	Ft. cable, 750,000 C. M. ins. copper	163.80	100.00
4000	Ft. wire, steel, No. 16	4.00	4.00
1	Valve, gate, O. S. Y. flanged, X.H., 8 in	48.00	48.00
1	Valve, gate, screwed, X.H., 3 in	13.48	13.48
1	Valve, gate, screwed, St'd, 3 in	6.08	4.00
2	Valves, gate, O. S. Y., screwed, X.H., 2½ in	28.80	20.00
1	Valve, globe, brass, screwed, X.H., 2½ in	6.00	4.00
1	Valve, gate, I. B., screwed, St'd, 2½ in	3.00	2.00
1	Valve, vigilant feed reg., screwed, X. H., 2½ in	40.00	40.00
1	Cock, asbestos packed, X.H., 2½ in. (old)	9.00	9.00
2	Valves, vigilant feed, reg. screwed, X.H., 2 in	28.80	28.80
12	Cocks, asbestos packed, X.H., 2 in. (old)	63.00	30.00
2	Valves, angle, st'd screwed, 2 in	5.66	4.00
1	Valve, check, st'd screwed, 2 in	1.45	1.00
1	Valve, pressure, reg. st'd screwed, 2 in	14.40	14.40
32	Valves, gate, brass, st'd screwed, 1½ in	51.84	25.00
6	Cocks, asbestos packed, X.H., 1¼ in	15.72	7.00
2	Valves, angle, st'd brass, screwed, 1¼ in	2.40	2.00
15	Valves, gate, st'd brass, screwed, 1¼ in	18.60	10.00
25	Valves, gate, st'd brass, screwed, 1 in	21.50	10.00
20	Valves, gate, st'd brass, screwed, ½ in	10.00	5.00

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
2	Nozzles, hose, st'd, ½ in	$ 6.00	$ 4.50
7	Checks, st'd brass, screwed, ½ in	1.89	1.50
70	Valves, globe, st'd brass, screwed, ¼ in	15.40	8.00
30	Packings for asb. cocks (average)	60.00	60.00
2	Flanges, st'd blind, 12 in. (old)	6.40	4.00
3	Flanges, st'd blind, 8 in. (old)	4.35	3.00
8	Flanges, st'd blind, 6 in. (old)	7.20	5.00
1	Cross, screwed, X.H., 2 in	.38	.38
2	Tees, st'd screwed red. 6 in	2.58	2.58
1	Tee, st'd screwed red., 5 in	.84	.84
4	Tees, st'd screwed red., 4 in	1.96	1.96
25	Tees, standard screwed red, 3 in	8.75	8.75
13	Tees, standard screwed red, 2½ in	3.12	3.12
90	Tees, standard screwed red, 2 in	11.70	11.70
20	Tees, standard screwed red, 1½ in	1.80	1.80
50	Tees, standard screwed red, 1¼ in	4.00	4.00
80	Tees, standard screwed 1 in	3.20	3.20
60	Tees, standard screwed ¾ in	1.80	1.80
200	Tees, standard screwed, ½ in	6.00	6.00
1	Elbow, standard screwed, 6 in	.77	.77
10	Elbow, standard screwed, 4 in	3.40	3.40
15	Elbow, standard screwed, 2½ in	2.10	2.10
50	Elbow, standard screwed, 2 in	4.00	4.00
25	Elbow, standard screwed, 1½ in	1.50	1.50
40	Elbow, standard screwed, 1¼ in	2.00	2.00
25	Elbow, standard screwed, 1 in	.75	.75
30	Elbow, standard screwed, ¾ in	.90	.90
25	Elbow, standard screwed, ½ in	.50	.50
1	Elbow, standard, copper, 12 in. long, radius	15.50	10.00
10	Unions, standard flange, 3 in	3.70	3.70
8	Unions, standard flange, 2 in	2.00	2.00
25	Unions, standard flange, 1¼ in	4.00	4.00
30	Unions, standard screwed, ¾ in	2.10	2.10
20	Unions, standard screwed, ¼ in	.80	.80
2	Wheels, valve, 30 in. diameter	4.00	4.00
15	Bushings, 3 in. and 4 in	3.75	3.75
50	Bushings, ½ in. and 1½ in	1.00	1.00
20	Plugs, brass, 1½ in	2.00	2.00
15	Nipples, 4 in. to 6 in. long	4.50	4.50
25	Nipples, 2 in., 4 in. to 6 in. long	1.50	1.50
50	Nipples, 1½ in., 3 in. to 6 in. long	2.50	2.50
30	Nipples, 1¼ in., short	.90	.90
90	Ft. Pipe, 2½ in., X. H.	26.10	26.10
75	Ft. Pipe, black merchant, 2 in	9.00	9.00
130	Ft. Pipe, black merchant, 1½ in	11.70	11.70
15	Ft. Pipe, black merchant, 1¼ in	1.20	1.20
100	Ft. Pipe, black merchant, 1 in	6.00	6.00
200	Ft. Pipe, black merchant, ¾ in	8.00	8.00
50	Ft. Pipe, standard brass, ½ in	9.00	9.00
175	Brick, fire, 12 in. x 3 in. x 24 in. (new)	17.50	17.50
100	Brick, fire, 12 in. x 12 in. x 3 in. (new)	5.00	5.00
400	Brick, fire, 7 in. x 4¼ in. x 8¼ in. (new)	16.00	16.00
250	Brick, fire, (Baffle), special, 6½ in. x 8 in. x 1½ in.	6.25	6.25
500	Brick, fire, special, 3 in. x 6 in. x 6 in. (¼ old)	12.50	7.00
700	Brick, fire, special, 12 in. x 3¼ in. x 2 in. (¼ old)	17.50	8.50

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
	Engine Parts.		
1	Stuffing box and glands for 1¼ in. rod	$ 6.00	$ 4.50
2	Rods, valve, 2 unit	20.00	15.00
2	Rods, valve, 2 unit (steel)	22.40	22.40
4	Bolts, cross head, 2 unit, 1½ in. x 7 in. (bolt steel)	1.60	1.30
2	Rods, valve, H. P., No. 2 unit (steel)	12.00	9.00
2	Rods, valve, H. P., No. 2 unit (steel)	16.00	12.00
3	Arms, exhaust, L. P., No. 2 unit (C. I.)	36.00	27.00
2	Arms, exhaust, H. P. No. 2 unit (C. I.)	16.00	12.00
2	Levers, knock-off (steel)	7.20	6.00
4	Arms, rocker, H. P. No. 2 unit (C. I.)	48.00	36.00
2	Arms, rocker, L. P., No. 2 unit, (C. I.)	52.00	39.00
2	Hooks, steam, No. 2 unit (brass)	12.00	9.00
2	Stems, valve, No. 1 unit (steel)	24.00	18.00
2	Stems, valve, No. 1 unit (steel)	26.40	19.80
2	Stems, valve, No. 1 unit (steel)	22.40	16.80
6	Stems, valve, No. 1 unit (steel)	43.20	32.40
1	Sleeves	1.60	1.20
1	Plate	.70	.50
4	Cam, eccentric	8.00	6.00
2	Dogs, H. P. eccentric (brass)	5.00	4.00
2	Dogs, L. P. eccentric (brass) (broken)	6.00	4.50
2	Hooks, H. P. steam (brass)	7.00	5.25
2	Hooks, L. P. steam (brass)	10.00	7.50
2	Arms, steam, L. P. (C. I)	12.00	9.00
2	Arms, steam, H. P. (C. I.)	8.00	6.00
2	Arms, rocker H. P. (C. I.)	16.00	12.00
2	Arms, exhaust, H. P. (C. I.)	8.00	6.00
2	Hooks, steam, H. P. (brass)	5.00	4.00
1	Hooks, steam, H. P. (steel)	1.60	1.20
2	Hooks, steam, L. P. (brass)	8.00	6.00
4	Rods, gear, 1 in. x 18 in.	.56	.45
2	Rods, gear, 1¼ in. x 18 in.	.48	.35
24	Springs, steel	12.00	9.00
3	Heads, gear rod valve, Corliss, brass (2 old)	6.00	3.00
2	Rods, 1¼ in. x 24 in. long	.60	.45
2	Bonnets, No. 3 unit	48.00	36.00
2	Stems, valve, No. 3 unit	25.60	19.20
2	Stems, valve, No. 3 unit	25.60	19.20
2	Stems, valve	24.00	18.00
2	Arms and steam hooks, L. P. rocker, No. 3 unit	40.00	30.00
3	Arms, exhaust, L. P. No. 3 unit	24.00	18.00
2	Arms, and hooks H. L. rocker, No. 3 unit	24.00	18.00
2	Arms, exhaust, H. P. No. 3 unit	12.00	9.00
2	Arms, rocker, L. P., No. 3 unit	36.00	27.00
60	Pick up blocks, hardened steel	9.00	6.75
1	Bracket, brass	7.50	6.00
2	Pots, old dash	60.00	1.00
2	Pots, old dash	80.00	1.25
	General Supplies.		
2	Sheave, 12 in.	3.00	3.00
1	Sheave, 9 in.	.75	.75
1	Pulley, C. I. 12 in. x 2 in.	1.30	1.30
1	Pulley, C. I. 24 in. x 24 in.	15.00	15.00
1	Pulley, C. I. 24 in. x 5 in.	3.50	3.00

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
2	Packages screws, flat head wood, 3/16 in	$ .50	$ .50
150	Ft. rope, manila, 1¼ in. dia. (old)	9.00	2.00
40	Ft. rope, manila, 2 in. dia. (fair condition)	6.36	3.50
50	Ft. rope, manila, 2 in. dia. (good condition)	8.04	6.04
50	Ft. rope, manila, 1 in. dia. (good condition)	1.68	1.50
150	Ft. rope, manila, ¾ in. dia. (good condition)	3.00	2.50
225	Ft. rope, manila, ¾ in. dia. (fair condition)	4.56	3.00
150	Ft. rope, manila, ¾ in. dia. (fine condition)	3.00	3.00
2	Blocks, wooden (new) two-wheel	1.50	1.50
1	Blocks, wooden (old) two-wheel	.75	.30
1	Blocks, iron, two-wheel	.75	.60
2	Blocks for 2 in. rope (old) two-wheel	14.40	8.00
1	Blocks for 2 in. rope (old) one-wheel	6.90	3.00
35	Sq. yds. canvas	17.50	10.00
80	Lbs. rivets	2.40	2.40
300	Bolts, ½ in. x 3 in	3.96	3.96
280	Bolts, ¾ in. x 6 in	9.80	9.80
350	Bolts, ¾ in. x 5 in	11.23	11.23
200	Bolts, ⅞ in. x 5 in	9.24	9.24
150	Bolts, 1 in. x 5 in	9.63	9.63
5	Bolts, 1 in. x 18 in	.68	.68
20	Bolts, 1⅛ in. x 18 in	3.73	3.73
20	Bolts, 1½ in. x 10 in	4.08	4.08
7	Bolts, 1¼ in. x 27 in	2.80	2.80
4	Bolts, 1½ in. x 7 in	.68	.68
80	Studs, ⅝ in. x 3 in	1.75	1.75
5	Studs, ⅞ in. x 3 in	.20	.20
35	Studs, 1 in. x 2¾ in	1.75	1.75
15	Studs, 1⅛ in. x 3½ in	1.05	1.05
4	Studs, 1¾ in. x 8½ in	.80	.80
50	Screws, cap, ⅜ in. x 3 in	1.08	1.08
50	Screws, cap, 1 in. x 3½ in	5.75	5.75
300	Lbs. eyebolts	24.00	18.00
½	Keg nails, wire, 4 in	1.25	1.25
1½	Keg nails, wire, 6 in	3.75	3.75
2	Keg nails, wire, 7 in	5.00	5.00
36	Washers, W. I. 3½ in	1.80	1.80
1	Pc. Steel, 32 in. x 1 in. x 3¾ in	.90	.90
1	Drive wheel, special chain, C. I	7.00	5.25
1	Gear wheel, special 24 in	4.00	3.00
30	Ft. chain, special gear, 1 in	4.50	4.50
2	Floats, copper, 6 in. (old)	2.00	1.50
1	Floats, copper, 3 in. (old)	.75	.60
¾	Can Dressing, belt	18.00	18.00
25	Lbs. graphite, flake	3.75	3.75
1½	Rolls paper, asbestos, 1/16 in. thick	6.38	6.38
22	Ft. packing, rainbow, ⅛ in	16.50	16.50
31	Ft. packing, rainbow, 1/16 in	11.50	11.50
60	Lbs. packing rainbow (scrap)	3.00	3.00
34	Gaskets, rubber manhole, 12 in. x 16 in	5.51	5.51
15	Lbs. packing, Samson red core ring, 1¼ in	11.25	11.25
75	Lbs. packing, Samson red core ring (all sizes)	56.25	40.00
5	Lbs. packing Garlock	4.50	4.50
8	Lbs. packing, square flax, ¾ in	3.20	3.20
4	Lbs. packing, square flax, ⅝ in	1.60	1.60
10	Lbs. packing, square flax, ½ in	4.00	4.00

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
24	Lbs. packing, square flax, $\frac{3}{8}$ in	$ 9.60	$ 9.60
10	Lbs. packing, square flax, $\frac{1}{4}$ in	4.00	4.00
20	Lbs. packing, square ring, $\frac{3}{4}$ in. (canvas and rubber)	15.00	15.00
52½	Lbs. packing, square ring $\frac{1}{2}$ in. (canvas and rubber)	39.37	39.37
68	Lbs. seats, hard rubber pump valve	51.00	51.00
15	Lbs. seats, soft rubber pump valve	11.25	11.25
25	Lbs. seats, hard leather pump valve	18.75	18.75
43	Lbs. packing, metallic	32.25	32.25
70	Ft. Belt, double leather, 4 in	33.60	16.80
65	Ft. Belt, double leather, 3½ in	27.30	13.65
40	Ft. Belt, double leather 3 in	14.40	7.20
60	Lbs. Belting, old leather	15.00	3.00
2	Mortar boxes, 4 ft. x 8 ft. approx	8.00	4.00
23	12 Qt. pails, galvanized	4.60	3.50
50	Lbs. lead	2.50	2.50
3	Bags, plastic asbestos	5.25	5.25
45	Oilers, small one-half (new)	13.50	10.00
3	Oilers, 1 Qt	1.95	1.50
6	Cans, oil, 1 gallon	1.20	.90
2	Cans, oil, 5 gallon	1.50	1.10
3	Cans, oil, 15 in. x 18 in	3.00	2.25
1	Can and Pump, oil, 2½ ft. x 3 ft	6.00	4.00
3	Cans, oil, 1 ft. x 18 in	3.00	2.25
1	Bench, work (pipe stand) 3 ft. x 15 ft	10.00	7.50
2	Bench, work 3 ft. x 10 ft	10.00	7.50
1	Tool box, 6 ft. x 3 ft	7.00	5.00
1	Tool box (small)	2.00	1.50
2	Horses, carpenter's, 4 ft	2.00	1.50
2	Horses, oil barrel	4.00	3.00
2	Horses, 24 in. (heavy)	2.00	1.50
2	Ladders, wood, 20 ft	4.00	3.00
2	Ladders, wood, 15 ft	3.00	2.25
7	Ladders, wood, 10 ft	7.00	6.00
2	Ladders, step, 5 ft	1.50	1.10
4	Ladders, step, 2 ft	2.00	1.50
2	Bundles lace, belt, rawhide	1.30	1.30
85	Yards lanelette	8.50	8.50
150	Yards cloth, cheese	7.50	7.50
1	Barrel compound, boiler	39.00	39.00
1	Barrel soap, soft	10.00	10.00
70	Packages cloth, emery	3.50	3.50
18	Pounds babbett metal	2.70	2.70
175	Pounds steel shafting	5.25	5.25
2	1 Qt. lubricator, light feed (old)	20.00	15.00
2	1 Qt. cups, oil, glass body	5.60	4.50
2	1 Pint cups, oil, glass body	4.40	3.50
60	Bags cement, Portland	18.00	18.00
1	Bale waste, 500 lbs	35.00	35.00
1200	Pounds scrap W. I	9.00	9.00
2600	Pounds scrap C. I	15.60	15.60
2000	Pounds scrap copper	22.00	22.00
350	Pounds scrap brass	28.00	28.00
25	Pounds scrap lead	1.25	1.25
14	Barrels oil, engine	140.00	140.00
24	Barrels oil, cylinder	420.00	420.00
¾	Barrel oil, kerosene	3.38	3.38
30000	Gallons oil, fuel	600.00	600.00

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
	Edgewater Furniture.		
1	Table, 3 ft. x 2 ft.	$ 5.00	$ 2.00
1	Table, 3 ft. x 8 ft.	7.00	4.00
2	Chairs, straight	2.00	1.00
2	Settees	4.00	3.00
	Track Tools.		
57	Lanterns	22.80	10.00
8	Shovels, scoop	5.20	2.50
12	Cans, 5 gal. oil	5.40	4.00
2	Wheelbarrows	7.00	3.50
50	Foot hose, 2½ in., fire (old)	25.00	10.00
2	Bars, 5 in., pinch	2.00	1.50
	Track Material.		
900′	Rail, 60 lbs. T 8 tons (good)	320.00	240.00
448′	Rail, 85 lbs. 5.7 tons (old)	228.00	114.00
25	Switches (old)	1,625.00	812.50
7	Switch points (old)	175.00	87.50
13	Frogs (old)	520.00	260.00
800	Fish plates (old)	400.00	300.00
2½	Kegs spikes	8.75	8.75
23	Kegs bolts, track, ¾ in. x 3 in. (found at 1137 N. Clark St.)	115.00	115.00
150	Rods, ¾ in. x 62 in., tie, 1162 lbs.	23.24	23.24
1500	Square yards blocks, creosoted paving	2,475.00	2,475.00
190	Square yards blocks, granite paving	15.20	15.20
1100	Square yards blocks, cedar paving	44.00	40.00
45	Ties, 6 in. x 5 in. x 8 ft. (new)	22.50	5.00
40	Ties, 7 in. x 9 in. x 8 ft. (new)	42.00	42.00
280	Ties, 7 in. x 9 in. x 8 ft. (old)	294.00	50.00
9	Yards gravel	8.10	8.10
9	Yards stone, crushed	9.90	9.90
6000	B. M. Ft. 3 in. x 12 in., pine (old)	150.00	75.00
4600	B. M. Ft. 12 in. x 12 in., pine (old)	115.00	57.50
1000	B. M. Ft. 1 in. x 4 in., pine (old)	23.00	12.50
5760	B. M. Ft. 2 in. plank, pine (new)	144.00	144.00
2300	B. M. Ft. 3 in. x 6 in., pine (new)	57.50	57.50
4200	B. M. Ft. 3 in. x 10 in., pine (new)	105.00	105.00
2200	B. M. Ft. 3 in. x 10 in., oak (new)	77.00	77.00
1000	B. M. Ft. 7 in. x 9 in., oak (new)	35.00	35.00
1½	Keg spikes, boat	5.25	5.25
30	Pounds nails, 60 d	.66	.66
50	Pounds nails, 40 d	1.10	1.10
50	Pounds lag screws, assorted	1.25	1.25
3½	Kegs bolts, assorted (old)	21.00	10.00
125	Bolts, 1 in. x 13 in.	12.07	12.07
100	Bolts, 1 in. x 7 in.	6.75	6.75
110	Bolts, ¾ in. x 7 in.	3.76	3.76
10	Gallons kerosene	1.50	1.50
4	Clusters, 8 lt., homemade	3.00	2.50
3	Poles, contact	1.50	1.00

EDGEWATER POWER PLANT.

Quantity	Description	Cost New	Present Value
52	Sheets, roofing, corrugated	$ 31.20	$ 31.20
30	Barrels, oil (old)	45.00	25.00
	Scrap.		
3	Tons C. I. (3 old columns)		36.00
8	Tons W. I. rail and switches		88.00
	Total	$14,041.18	$10,923.32
	Depreciation	3,117.86	
	Total present value	$10,923.32	

CHICAGO ELECTRIC TRANSIT CO.

Tools and Supplies.

CALIFORNIA AVE. POWER PLANT.

California Ave. near Roscoe St.

SUMMARY.

Cost new	$23,975.87
Depreciation	1,648.36
Total present value	$22,327.51

CALIFORNIA AVE. POWER PLANT.

Quantity	Description	Cost New	Present Value
2	Pair 12 in. blacksmith tongs	$ .80	$ .55
1	Pair 24 in. blacksmith tongs	.75	.50
1	$\frac{5}{8}$ x 15 in. oiler (made of brass tubing)	.50	.45
2	$2\frac{1}{2}$ x 18 in. oiler (made of brass tubing)	3.00	2.75
1	14 in. monkey wrench (old)	.80	.40
2	14 in. monkey wrench (new)	1.60	1.60
4	12 in. monkey wrench (old)	2.40	1.20
3	1-lb. machine hammers	1.05	.90
1	$1\frac{1}{2}$-lb. machine hammer	.45	.40
1	1 Mason trowel	.25	.20
4	16 in. round files, (used)	1.40	1.00
1	12 in. round files (used)	.16	.10
1	14 in. square file (used)	.25	.15
20	12 in. flat files (new)	3.20	3.20
12	18 in. flat files (used)	4.80	3.00
1	Revolving belt punch (four sizes)	.75	.60
4	Hand belt punches	.80	.60
2	Doz. 12 in. hack saw blades	1.20	1.20
12	$\frac{1}{4}$ pint brass oilers (new)	4.80	4.80
1	Carpenter's square, 24 x 16 in	1.25	1.00
1	Pair 18 in. outside calipers	1.40	1.15
1	Pair 18 in. inside calipers	1.40	1.15
3	Wrench, open end, $1\frac{1}{4}$ in	1.80	1.30
8	Wrenches, open end, $\frac{3}{4}$ in	1.60	1.20
2	Wrenches, open end, special	.80	.60
5	Wrenches, open end, $\frac{5}{8}$ in	.80	.60
5	Wrenches, open end, $\frac{7}{8}$ in	1.25	.90
11	Wrenches, open end, $\frac{1}{2}$ in	1.10	.80
2	Wrenches, open end, 1 in	.64	.48
5	Wrenches, open end, $2\frac{1}{2}$ in	16.25	12.00
2	Wrenches, open end, 3 in	10.50	8.00
7	Wrenches, open end, $3\frac{1}{2}$ in	52.50	40.00
4	Wrenches, open end, 4 in	36.00	27.00
1	Wrench, open end, $\frac{1}{2}$ in. and $\frac{3}{8}$ in., S	.25	.20
1	Wrench, open end, $\frac{1}{2}$ in. and $\frac{5}{8}$ in. S	.20	.15
7	Wrenches, open end, $1\frac{1}{2}$ in	5.60	4.20
4	Wrenches, open end, 2 in	7.00	5.25
1	Wrench, open end, $1\frac{3}{8}$ in	.75	.60
2	Wrenches, open end, $1\frac{1}{4}$ in	1.10	.80
2	Wrenches, open end, $\frac{5}{8}$ in., finished	.64	.48
2	Wrenches, open end, $\frac{3}{4}$ in., finished	.80	.60
22	Wrenches, socket, $\frac{3}{4}$ in. to $1\frac{1}{4}$ in., hexagon	11.00	8.00
5	Wrenches, socket, $\frac{3}{4}$ in., square	2.25	1.75
2	Wrenches, socket, $\frac{1}{2}$ in., hexagon	.60	.45
1	Wrench, socket, 1 in. x 5 ft. long	1.25	.90
1	Wrench, socket, 3 in., 57 lbs	2.85	2.10
1	Wrench, socket angle, 3 in., 100 lbs	5.00	3.75
1	Wrench, socket angle, $\frac{1}{2}$ in	.50	.40
2	Wrench, sockets, $\frac{5}{8}$ in	.80	.60
1	Wrench, socket, $\frac{1}{2}$ in., (bad)	.15	.05
2	Wrench, spans, 4 in. wide	.40	.30
1	Wrench, spans, 3 in. wide	.15	.10
6	Socket wrenches, 1 in., to 1 in. sq. x 3 ft	6.00	4.50
3	Box wrenches, $\frac{7}{8}$ in	.90	.70
1	Box wrench, 3 in., 2 ft. long	4.00	3.00

CALIFORNIA AVE. POWER PLANT.

Quantity	Description	Cost New	Present Value
1	Level, 30 in., carpenter's	$ 1 12	$ .84
5	Pantograph reducing motions	7 .50	5 .75
5	$\frac{7}{8}$ x 12 in. finished bolts for above	.50	.40
4	Crosby steam engine indicators with electrical attachment	300.00	225.00
1	Crosby gauge tester	25.00	20.00
325	Lbs. (estimated) eyebolts, assorted sizes	16.25	12.00
1	Gauge glass cutter	.50	.40
1	$\frac{3}{4}$ x 14 in. drift	.15	.12
1	$\frac{3}{4}$ x 12 in drift	.15	.12
1	$\frac{5}{8}$ x 6 in. drift	.10	.08
3	$\frac{5}{8}$ x 9 in. drift	.36	.27
1	$\frac{5}{8}$ x 10 in. drift	.12	.09
1	$1\frac{3}{4}$ in. hexagon x 24 in. steel bar	1.00	.75
1	$1\frac{1}{2}$ in. hexagon x 24 in. steel bar	.90	.70
1	1 in. hexagon x 24 in. steel bar	.80	.60
1	Broad hatchet	.60	.45
1	Saw, hand, 26 in.	1.35	1.00
1	Brace (broken)	.75	.15
1	Knife, draw 12 in.	.81	.60
1	Cutter, belt lacing	.50	.35
1	Plane (wood), 2 x 15 in.	1.25	.90
8	Scrapers	1.20	.90
7	Hooks, packing	1.05	.90
2	Hammers, copper, 2 lb.	.80	.60
1	Hammer, copper, 5 lb.	.90	.65
2	Taps, hand, machinists', $\frac{1}{4}$ in.	.30	.25
1	Tap, hand, machinists', $\frac{5}{16}$ in.	.16	.12
3	Taps, hand, machinists', $\frac{3}{8}$ in.	.57	.45
3	Taps, hand, machinists', $\frac{1}{2}$ in.	.96	.72
5	Taps, hand, machinists', $\frac{5}{8}$ in.	2.05	1.50
3	Taps, hand, machinists', $\frac{3}{4}$ in.	1.62	1.20
2	Taps, hand, machinists', $\frac{7}{8}$ in.	1.44	1.08
3	Taps, hand, machinists', 1 in.	2.70	2.05
1	Tap, hand, machinists', $1\frac{1}{2}$ in.	.92	.67
3	Taps, hand, machinists', $1\frac{1}{4}$ in.	3.51	2.60
2	Taps, hand, machinists', $1\frac{3}{8}$ in.	2.70	2.05
3	Taps, hand, machinists', $2\frac{1}{4}$ in. (new)	22.08	16.50
1	Wrench, tap, non-adjustable, 20 in.	1.00	.75
1	Wrench, tap, non-adjustable, 36 in.	1.50	1.10
1	Wrench, tap, non-adjustable, 10 in.	.35	.30
1	Wrench, tap, non-adjustable, 14 in.	.50	.40
1	Set stock and dies, $\frac{1}{4}$ in. to $\frac{1}{2}$ in. (bolt)	2.10	1.60
1	Set stock and dies, $\frac{3}{8}$ in. to $\frac{3}{4}$ in. (bolt)	3.00	2.25
1	Set stock and dies, $\frac{7}{8}$ in. to $1\frac{1}{4}$ in. (bolt, old)	12.00	1.50
1	Set stock and dies, $\frac{1}{4}$ in. to $1\frac{1}{8}$ in. bolt by 8ths (old)	18.00	13.50
1	Tap, pipe, 3 in., L. H.	2.25	1.70
1	Tap, pipe, $2\frac{1}{2}$ in., L. H.	1.50	1.10
1	Tap, pipe, 2 in., L. H.	.94	.75
1	Tap, pipe, $1\frac{1}{2}$ in., L. H.	.69	.55
1	Tap, pipe, 1 in., L. H.	.48	.36
2	Taps, pipe, $\frac{3}{4}$ in., L. H.	.76	.57
2	Taps, pipe, $\frac{1}{2}$ in., L. H.	.56	.40
2	Taps, pipe, $\frac{3}{8}$ in., L. H.	.46	.35
2	Taps, pipe, $\frac{1}{4}$ in., L. H.	.38	.30

CALIFORNIA AVE. POWER PLANT.

Quantity	Description	Cost New	Present Value
1	Tap, pipe, 1¼ in., L. H.	$ .56	$ .40
2	Wrenches, Trimo, 24 in. (good)	3.24	2.43
2	Wrenches, Trimo, 18 in.	2.16	1.62
2	Wrenches, Trimo, 6 in.	1.08	.81
1	Wrench, Trimo, 10 in.	.61	.45
1	Wrench, Trimo, 14 in.	.81	.60
1	Wrench, pipe, 16 in. (old)	.75	.25
2	Wrenches, pipe, 14 in. (old)	1.20	.40
1	Wrench, pipe, 18 in.	1.00	.75
2	Jaws, movable, for 24 in. Trimo (new)	1.40	1.40
1	Reamer, 5/8 in.	.25	.10
1	Reamer, 7/8 in.	.30	.15
1	Taper, socket (ratchet)	.50	.40
1	Taper, socket, Morse Nos. 1 and 2	.70	.55
5	Tapers, socket, Morse Nos. 1, 2 and 3	4.25	3.25
1	Stock for ¼ to 1 in. solid pipe dies	1.00	.75
1	Die, solid pipe, ½ in.	.40	.30
2	Stocks and dies, Armstrong, ½ to 2 in. pipe	12.00	9.00
1	Cutter, pipe, 2 in.	1.50	1.10
1	Tap, pipe, 1/4 in.	.19	.15
1	Tap, pipe, 1/8 in.	.12	.09
1	Tap, pipe, 3/4 in., R. H.	.38	.30
1	Tap, pipe, 1 in., R. H. (poor)	.48	.20
2	Taps, pipe, 2 in., R. H.	1.88	1.50
3	Taps, pipe, 1½ in., R. H.	2.07	1.50
1	Tap, pipe, 1¼ in. R. H.	.56	.40
1	Tap, pipe, 1 in., R. H.	.48	.36
3	Taps, pipe, ¾ in., R. H. (poor)	1.14	.50
1	Tap, pipe, ½ in., R. H.	.28	.20
1	Tap, pipe, ⅜ in., R. H.	.23	.18
¼	Drill, shank twisted, 5/32 in. sq.	.14	.10
9	Drills, shank twisted, 3/16 in. sq.	1.44	1.08
2	Drills, shank twisted, 1/4 in. sq.	.38	.30
1	Drill, shank twisted, 5/16 in. sq.	.22	.15
1	Drill, shank twisted, 11/16 in. sq.	.50	.40
1	Drill, flat, 5/8 in.	.40	.30
1	Drill, flat, 3/4 in.	.40	.30
1	Drill, flat, 1½ in.	.58	.45
1	Drill, taper shank twisted, ¼ inch	.19	.15
2	Drills, taper shank twisted, 5/16 in.	.44	.33
1	Drill, taper shank twisted, 3/8 in.	.25	.18
1	Drill, taper shank twisted, 7/16 in.	.28	.21
4	Drill, taper shank twisted, ½ in.	1.28	.96
4	Drill, taper shank twisted, 17/32 in.	1.40	1.05
3	Drill, taper shank twisted, 9/16 in.	1.14	.86
5	Drill, taper shank twisted, 11/16 in.	2.50	1.90
2	Drill, taper shank twisted, ¾ in.	1.16	.87
1	Drill, taper shank twisted, 25/32 in.	.63	.47
7	Drill, taper shank twisted, 13/16 in.	4.76	3.57
1	Drill, taper shank twisted, 27/32 in.	.73	.60
3	Drill, taper shank twisted, 7/8 in.	2.31	1.70
1	Drill, taper shank twisted, 29/32 in.	.80	.60
3	Drill, taper shank twisted, 15/16 in.	2.58	2.00
1	Drill, taper shank twisted, 1-1/32 in.	1.01	.75
3	Drill, taper shank twisted, 1-1/16 in.	3.21	2.40
1	Drill, taper shank twisted, 1-3/32 in.	1.13	.85

CALIFORNIA AVE. POWER PLANT.

Quantity	Description	Cost New	Present Value
2	Drill, taper shank twisted, 1-1/8 in...	$ 2.40	$ 1.80
1	Drill, taper shank twisted, 1-3/16 in...	1.32	.99
1	Drill, taper shank twisted, 1-1/4 in...	1.41	1.10
1	Drill, taper shank twisted, 1-9/32 in...	1.46	1.05
1	Drill, taper shank twisted, 1-11/32 in...	1.55	1.15
1	Drill, taper shank twisted, 1-3/8 in...	1.61	1.20
1	Drill, taper shank twisted, 1-13/32 in...	1.67	1.25
1	Drill, taper shank twisted, 1-7/16 in...	1.76	1.30
1	Drill, taper shank twisted, 1-15/32 in...	1.83	1.35
3	Lanterns	.90	.65
7	Brushes, scrub (new).....	3.15	3.15
2	Washers, window (new).....	.50	.50
1	Brush, handled, bristle (new).....	.30	.30
14	Handles, hammer, 16 in.....	.84	.84
11	Handles, sledge.....	1.32	1.32
3	Handles, pick.....	.90	.90
1	Ratchet, 8 in.	1.50	1.10
2	Ratchet, 16 in.	8.00	6.00
1	Ratchet, 12 in.....	3.25	2.40
1	Set trammels...	1.00	.75
5	Chisels, flat, 1 in. x 8 in.....	1.65	1.25
7	Chisels, cape, 8 in.....	2.31	1.60
4	Chisels, cape, 9 in.....	1.40	1.05
1	Chisel, round nose, 6 in.....	.25	.20
1	Drift key, 1 $\frac{5}{8}$ in. x 14 in.....	.80	.60
7	Drift key, 6 in.....	1.40	1.05
1	Drift key, 1 in. x 18 in.....	.40	.30
1	Drift key, 1$\frac{1}{2}$ in. x 28 in.....	1.20	.90
1	Driver, screw, 9 in.....	.10	.07
1	Driver, screw, 12 in.....	.15	.10
2	Driver, screw, 20 in. (poor).....	.60	.20
1	Bit (auger) $\frac{3}{4}$ in.....	.19	.15
1	Bit (auger) $\frac{5}{8}$ in.....	.16	.12
1	Bit (auger) $\frac{1}{2}$ in.....	.13	.10
1	Stone, oil 5 in. x 2 in.....	.50	.40
1	Stone, oil, 8 in. x 2$\frac{1}{4}$ in.....	.75	.60
1	Pr. Shears, 8 in.....	.30	.20
1	Plate, surface, 10 in. x 12 in.....	4.00	3.00
1	Nozzle, fire-hose, 2 in. (2 ft. long).....	1.50	1.00
20	Flanges, Std. 3 in.....	8.00	8.00
6	Flanges, Std. 2$\frac{1}{2}$ in.....	2.10	2.10
8	Flanges, 24 in.....	64.00	64.00
5	Flanges, Std. 16 in.....	20.00	20.00
350	Lbs. rods, Mch. steel.....	14.00	11.20
150	Bags sand.....	90.00	90.00
875	Lbs. Channel, 35 ft. 10 in.....	19.68	12.00
240	Lbs. Channel, 23 ft. 6 in.....	5.40	4.00
1	Ladder, iron, 8 ft.....	2.50	2.25
1	Ladder, iron, 20 ft.....	6.25	5.50
1	Ladder, iron, 5 ft.....	1.50	1.25
6	Sets steps, iron, 12 ft. rise.....	84.00	50.40
2	Sets steps, iron, 5$\frac{1}{2}$ ft. rise.....	13.00	7.80
4	Sets steps, iron, 6 ft. rise.....	29.00	17.40
2	Ladders, iron, 6 ft.....	4.50	4.00
5	Platforms, C. I., 2 ft. x 6 ft.....	22.50	13.50
15	Steps, C. I., 26 lbs. each.....	9.75	5.85

CALIFORNIA AVE. POWER PLANT.

Quantity	Description	Cost New	Present Value
2	Steps, C. I., 18 lbs. each	$ .90	$ .54
200	Sq. ft. plate, boiler (2,000 lbs.) $\frac{1}{4}$ in.	50.00	50.00
2	Shovels, sq. ft. (old)	1.50	.75
40	Shovels, coal (old)	30.00	15.00
1	Grindstone, 3 in. 30 ft.	3.50	2.80
1	Drill, bench	3.00	2.50
12	Brooms, corn	2.40	2.00
5	Roller, tube, 4 in	27.20	20.00
2	Sledge, 10 lb.	2.00	1.50
1	Sledge, 15 lb.	1.50	1.20
2	Jacks, screw, 12 in.	3.60	2.85
1	Jack, screw, 16 in.	2.25	1.80
1	Jack, car, Barret	6.00	4.80
4	Jack, bottle, $2\frac{1}{2}$ in. screw	7.00	5.60
1	Ladle, 8 in. diameter	11.00	8.90
1	Mallet, 4 lb.	.75	.60
1	Cutter, pipe, 4 in.	7.00	5.60
1	Clamp, H. C.	.50	.40
2	Oldmen, 24 lb. each	1.00	.80
2	Blocks, chain, $\frac{1}{2}$ ton (old)	16.80	8.40
1	Bar, pinch, 6 ft. long, $1\frac{1}{2}$ in.	.90	.75
1	Bar, $1\frac{3}{4}$ in. diameter x 8 ft. long	1.25	1.00
14	Wheel barrows, iron (poor)	42.00	13.00
1	Truck	1.50	1.00
1	Brick forge	6.00	5.00
6	Cleaners, turbine tube	360.00	300.00
1	Drill, air, No. 2, Chicago Pne. Tool Co.	81.00	50.00
1	Holder, pad, duplicate order	2.00	1.50
3	Coppers, soldering	.90	.60
2	Frames, hack-saw	1.50	1.25
4	Vises, bench, 5 in. (poor)	26.00	15.00
4	Vises, combination No. $88\frac{1}{2}$	26.00	18.00
1	Bench, 4 x 12 ft. (old)	12.00	6.00
1	Bench, 2 x 6 ft (old)	5.00	2.50
1	Bench, 3 x 6 ft (old)	6.00	3.00
1	Bench, $2\frac{1}{2}$ x 6 ft.	6.00	3.00
1	Can, oil, two gallon	.25	.20
2	Cans, oil, five gallon	1.00	.75
10	Cans, oil, ten gallon	10.00	7.50
4	Torches, gasoline (old)	10.00	6.00
1	Oiler, brass, one quart	.50	.40
1	Bellows, hand	1.00	.75
1	Ladder (wood), 10 ft.	1.00	.75
1	Ladder (wood), step, 8 ft.	1.50	1.10
1	Ladder, 9 ft.	1.00	.75
1	Torch (copper), new	.25	.25
1	Scale, platform, 500 lbs. (15 x 21 in.)	17.00	12.00
1	Ladder (wood) 6 ft.	1.25	.90
9	Ladder, step (wood), 3 ft. 6 in.	9.00	6.75
1	Ladder, extension (wood), 40 ft.	4.00	3.00
1	Ladder, wood, 20 ft.	2.00	1.50
	Green Chain Grate Parts.		
5510	Links, filling in, 4.2 lb., each (new)	551.00	551.00
160	Links, outside binding, 6.6 lbs. each	25.60	25.60
900	Links, center binding, 6.6 lbs. each	144.00	144.00
1060	Plates, sprocket, 8.7 lbs. each	212.00	212.00

CALIFORNIA AVE. POWER PLANT.

Quantity	Description	Cost New	Present Value
90	Lugs, arch, 3.7 lbs. each	$ 8.10	$ 8.10
16	Plates, magazine, 15 lbs. each	5.60	5.60
11	Plates, magazine, 11 lbs. each	2.97	2.97
12	Wheels, sprocket, 44 lbs. each	13.20	13.20
1	Wheel, gear, 24 in. diameter, 60 lbs.	7.00	7.00
2	Wheels, gear, 26 in. diameter, 70 lbs. each	15.00	15.00
2	Ratchets and gears, 100 lbs. each	6.00	6.00
3	Gears, 13 lbs. each	4.50	4.50
1	Gear, 12 in. diameter, 25 lbs.	2.00	2.00
12	Top rollers of 3 in. tube, 5 ft. long	15.00	15.00
6	Bottom rollers, 5 in. pipe, 10 ft. long	30.00	30.00
79	Bars, green steel, 33 lbs. each	118.50	118.50
	Boiler Parts.		
650	Sockets, lead handhole, $\frac{2}{3}$ lbs. each	45.50	45.50
1300	Lugs for handhole plates, 4 lbs. each, steel	260.00	260.00
280	Plates, handhole, 16 lbs. each	140.00	140.00
34	Headers, 155 lbs. each	161.50	161.50
10	Headers, 300 lbs. each	100.00	100.00
40	Plates, baffle, $\frac{1}{2}$ x 4 in. x 5 ft. 9 in., W. I. 35 lbs. each	40.00	40.00
9	Doors, 50 lbs. each, C. I.	11.25	11.25
16	Tubes, 4 in. x 20 ft.	89.60	89.60
12	Tubes, boiler, $3\frac{1}{4}$ in., 20 ft. long	50.40	50.40
15	Saddles, C. I., 300 lbs. each	112.50	112.50
12	Lugs, steel, 3 lbs. each	1.80	1.80
16	Plates, ash hopper, C. I., 250 lbs. each	100.00	100.00
	Murphy Stoker Parts.		
10	Bars, clinker, 160 lbs. each	40.00	40.00
655	Pairs bars, grate, 32 lbs. per pair	524.00	524.00
14	Plates, rear dead, 55 lbs. each	19.60	19.60
35	Bars, first grate, 25 lbs. each	21.00	21.00
134	Boxes, coking, 67 lbs. each	221.00	221.00
64	Holders, arch iron, 48 lbs. each	76.80	76.80
9	Pieces Plate, rear end, 47 lbs. each	10.80	10.80
6	Plates, front, 150 lbs. each	19.50	19.50
3	Shutters, magazine, 20 lbs. each	1.50	1.50
7	Plates, sheet iron, 45 lbs. each	9.45	9.45
15	Bearers, grate, 425 lbs. each	144.00	144.00
10	Plates, magazine, 160 lbs. each	40.00	40.00
13	Plates, arch iron, 450 lbs. each	133.25	133.25
11	Bars, reaper, 120 lbs. each	33.00	33.00
2	Plates, coking, 480 lbs. each	24.00	24.00
6	Plates, coking, 325 lbs. each	45.60	45.60
29	Bars, shaker, 150 lbs. each	123.25	123.25
10	Shafts, rocker, 50 lbs. each, steel	20.00	20.00
26	Guards, door, 17 lbs. each	10.92	10.92
13	Plates, C. I., 25 lbs. each	8.06	8.06
2	Worms, 35 lbs. each, steel	5.00	5.00
20	Caps, clinker bar, 23 lbs. each	11.60	11.60
7	Slides, coal, 8 lbs. each	1.40	1.40
30	Levers for ash hopper, 26 lbs. each	30.00	30.00
33	Slides, ash hopper, 25 lbs. each	33.00	33.00
22	Plates, front clinker bar, 33 lbs. each	18.04	18.04
25	Arms, rocker, 30 lbs. each	18.75	18.75

CALIFORNIA AVE. POWER PLANT.

Murphy Stoker Parts—Continued.

Quantity	Description	Cost New	Present Value
30	Links, 5 lbs. each	$ 3.90	$ 3.90
22	Rackets, 22 lbs. each	22.00	22.00
14	Collars, 50 lbs. each	17.50	17.50
15	Arms, rocker, 15 lbs. each	5.70	5.70
10	Dogs for ratchet, 25 lbs. each	6.30	6.30
100	I Beams, C. I. 5 in	90.00	90.00

Coal Handling Apparatus Parts.

90	Buckets, main conveyor	45.00	45.00
66	Plates for underside of runway overbuckles	247.50	247.50
1	Clutch, friction, 30 in	50.00	50.00
1	Wheel, sprocket, 36 in	5.50	5.50
6	Wheels, sprocket, 48 in	54.00	54.00
2	Wheels, gear, 48 in. } 2,000 lbs	40.00	40.00
150	Ft. Chain, transmission, 300 lbs	15.00	15.00
20	Plates, runway, with door, 75 lbs. each	38.00	38.00
1	Wheel, gear, 48 in	20.00	20.00
2	Gears, bevel, 24 in	15.00	15.00
4	Wheels, gear, 24 in.—6 in. face, 200 lbs. each	30.00	30.00
50	Bars, $\frac{1}{2}$ in. x $1\frac{1}{2}$ in. x 5 ft	15.00	15.00
1	Coupling, shaft, $2\frac{15}{16}$ in	5.50	5.50
4	Wheels, sprocket, 24 in	14.00	14.00
6000	Lbs. Parts, (new)	150.00	150.00
91	Pulley, C. I. 20 in. dia. x 12 in. face	5.20	5.20
2692	Brick, fire, 9 in. x $4\frac{1}{4}$ in. x $2\frac{3}{8}$ in	67.30	67.30
2170	Brick, fire, 9 in. x $4\frac{1}{4}$ in. x $2\frac{3}{8}$ in. (old)	54.25	15.00
900	Brick, fire, 8 in. x 4 in. x $2\frac{1}{2}$ in., soft	20.25	20.25
800	Brick, wedge fire, 9 in. x 7 in. x $3\frac{1}{2}$ in. x 3	24.00	24.00
650	Brick, wedge fire, 9 x $6\frac{3}{4}$ in. x 3 x $2\frac{3}{4}$ in	19.50	19.50
189	Brick, wedge fire, 9 x 6 x $3\frac{1}{4}$ x 3 in	5.67	5.67
223	Brick, fire, 12 in. x 12 in. x 2 in	11.15	11.15
183	Brick, fire, 9 in. x 7 in. x 4 in	7.32	7.32
390	Brick, fire, 18 in. x 12 in. x 3 in	29.25	29.25
150	Brick, fire, 10 in. x 10 in. x 4 in	6.75	6.75
440	Brick, special wedge, fire	14.08	14.08
144	Brick, special, fire	7.20	7.20
36	Brick, special, fire	36.00	36.00
30	Bags, cement	9.00	9.00
4	Bars, steel, $1\frac{1}{2}$ in. hex. x 14 ft., 60 lbs	7.20	5.40
1	Bar, steel, 1-1/8 in. round x 11 ft. 6 in., 30 lbs	.90	.70
7	Hoes, 12 ft. long, 7/8 in. rd., steel, 22 lbs	4.62	3.45
4	Rakes, 12 ft. long, 7/8 in. rd., steel, 22 lbs	2.64	2.00
50	Hooks, 12 ft. long, 7/8 in. rd., steel, 22 lbs	33.00	25.00
9	Hooks, 12 ft. long, $\frac{3}{4}$ in. rd., steel, 16 lbs	4.32	3.24
1	Hook, 12 ft. long, $1\frac{1}{4}$ in. rd., steel, 50 lbs	1.50	1.20
4	Racks of $1\frac{1}{2}$ in. pipe for fire tools	12.00	9.00
18	Wheels, cutter, for pipe cutter (new)	1.26	1.26
36	Pins for above (new)	.72	.72
8	Ft. chain, $\frac{1}{4}$ in	.32	.20
1	Bar, steel, 4 in. x 48 in., 175 lbs	5.25	5.25
6	Fuses, enclosed, 100 ampere, 500 volt	1.80	1.80
20	Fuses, enclosed, 50 ampere, 500 volt	2.40	2.40
20	Fuses, enclosed, 40 ampere, 500 volt	2.40	2.40
20	Fuses, enclosed, 25 ampere, 500 volt	2.40	2.40
30	Fuses, enclosed, 15 ampere, 500 volt	3.60	3.60
30	Fuses, enclosed, 10 ampere, 500 volt	3.60	3.60
15	Fuses, enclosed, 4 ampere, 500 volt	1.80	1.80

CALIFORNIA AVE. POWER PLANT.

Quantity	Description	Cost New	Present Value
40	Fuses, enclosed, 2 ampere, 500 volt	$ 4.80	$4.80
10	Fuses, enclosed, 1 ampere, 500 volt	1.20	1.20
25	Lbs. solder	5.00	5.00
8	Holders, brush, 3 lbs., each est	8.00	8.00
22	Side contacts for circuit breakers, 20 lbs. (estimated)	4.40	4.40
16	Contacts, copper, 4 lbs.	.96	.96
30	Bolts, finished, $\frac{1}{2}$ in. x 3 in.	.90	.90
50	Lbs. circuit breaker parts	10.00	10.00
7	Receptacles, Edison, cleat	.70	.70
10	Lbs. nuts, copper	2.00	2.00
8	Lbs. solder, wire	1.60	1.60
300	Ft. wire, R. C., No. 14 S. C.	2.40	2.40
12	Cocks, ball gauge, $\frac{3}{4}$ in. (old)	4.20	4.20
2	Valves and bonnets, dash pot, Lambert & Mann (new)	6.00	6.00
300	Bolts, tire, $\frac{1}{4}$ in. x 3 in.	3.75	3.75
75	Rings, gauge glass	.25	.25
9	Glasses, gauge, $\frac{3}{4}$ in. x 20 in.	.99	.99
30	Glasses, gauge, 5/8 in. x 16 in.	2.40	2.40
20	Glasses, gauge, $\frac{3}{4}$ in. x 16 in.	1.80	1.80
1	Pump, oil, hand cylinder, $\frac{1}{2}$-in. connection	4.80	3.00
1	Gauge, vacuum, 7 in. (old)	2.00	1.00
1	Gauge, steam, 240 lbs., 5 in. (old)	1.25	.50
1	Gauge, steam, 200 lbs., 5 in. (old)	1.25	.50
1	Gauge, steam, 300 lbs., 12 in. (old)	15.00	5.00
1	Gauge, vacuum, 6 in. (new)	1.70	1.70
1	Gauge, steam, 200 lbs., 8 in. (old)	6.00	4.00
2	Gauge, steam, 200 lbs., 6 in. (old)	3.40	2.20
10	1-pint lubricators	63.00	40.00
1	$\frac{1}{2}$-pint lubricators	2.00	1.25
2	2-quart lubricators	24.00	16.00
4	$\frac{1}{4}$-pint cups, oil, Lunkenheimer st. feed	3.60	2.40
5	$1\frac{1}{2}$-pint cups, oil, glass body	7.50	5.00
4	1-pint cups, oil, glass body	4.80	3.20
4	3-pint lubricators	32.00	20.50
75	Bolts, 2 in. x 24 in.	56.25	45.00
60	Bolts, $1\frac{1}{2}$ in. x 28 in.	21.00	15.80
380	Ft. tubing, brass, 12-gauge, 2 in.	174.80	174.80
1	Tank 18 in. dia. x 24 in. 3/16 in. steel	15.00	12.00
20	Plates, steel, No. 8, 9 in. x 6 ft. (1,350 lbs.)	27.00	27.00
1	Platform, wood, 5 ft. x 8 ft. x 4 ft.	15.00	10.00
63	Lbs. valves, hard rubber, 3 in. x $\frac{1}{2}$ in. (new)	47.25	47.25
10	Lbs. valves, soft rubber, $4\frac{1}{2}$ in. x $\frac{3}{4}$ in. (new)	7.50	7.50
24	Lbs. valves, soft rubber, 8 in. x 1 in. (new)	18.00	18.00
100	Lbs. valves, hard rubber, 4 in. x 5/8 in. (new)	75.00	75.00
30	Lbs. 4-in. rubber balls for Nye pump	22.50	22.50
8	Rings, brass, 15 lbs. each	24.00	24.00
6	Rings, brass, 7 lbs. each	9.00	9.00
2	Floats, copper, 6 in.	.80	.80
4	Brushes, wire	.80	.80
55	Ft. chain, sprocket, 1 in. x $1\frac{3}{4}$ in. link	2.75	2.50
50	Ft. chain, sprocket, $\frac{3}{4}$ in. x 1 in. link	2.50	2.25
3	Bars, pinch, $1\frac{1}{4}$ in. x 7 ft.	2.25	2.00
10	Gaskets, copper, 8 in. core	5.60	5.60
24	Gaskets, copper, 4 in. core	5.52	5.52
20	Gaskets, copper, 3 in. core	3.20	3.20
85	Lbs. metal, Babbett's	17.00	17.00

CALIFORNIA AVE. POWER PLANT.

Quantity		Cost New	Present Value
160	Lbs. lead	$ 8.00	$ 8.00
20	Lbs. packing, rnd. red core Samson piston $\frac{3}{4}$ in	15.00	15.00
66	Lbs. packing, rnd. red core Samson piston 5/8 in	49.50	49.50
22	Lbs. packing, rnd. red core Samson piston $\frac{1}{2}$ in	16.50	16.50
40	Lbs. packing, rnd. red core Samson piston 3/8 in	30.00	30.00
72	Lbs. packing, rnd. red core Samson piston $\frac{1}{4}$ in	54.00	54.00
7	Lbs. packing, rnd. red core Samson piston 1 in. x 1-1/8 in	5.25	5.25
35	Lbs. packing, rnd. red core Samson piston 1-1/4 in	26.25	26.25
5	Lbs. packing, rnd. asbestos piston 1-1/8 in	2.25	2.25
200	Lbs. packing, sq. rubber, $\frac{1}{4}$ in. to $\frac{3}{4}$ in	90.00	90.00
22	Lbs. packing, sq. flax, 3/8 in. and $\frac{1}{2}$ in	5.50	5.50
50	Lbs. rope, hemp 1 in	6.00	6.00
8	Gaskets, asbestos manhole, 12 in. x 16 in	2.00	2.00
43	Gaskets, metal manhole, 12 in. x 16 in	5.16	5.16
237	Lbs. brass valves and valve seats	47.40	47.40
100	Lbs. packing, rainbow	25.00	25.00
40	Ft. wire, asbestos C. No. 14 S. C	2.40	2.40
12	Ft. extensions, lamp (poor)	24.00	12.00
11	Pkgs. cloth, emery	.55	.55
325	Lamps, 16 c. p. 110 volt (new)	58.50	58.50
25	Bars, commutator, $1\frac{3}{4}$ lbs. each	8.00	8.00
8	Globes, arc light, 10 in. dia	8.00	8.00
15	Lbs. ammonium chloride	.45	.45
1	Meter, Weston portable volt, 600 volt	60.00	45.00
1	Ammeter, sw. bd. type, 1,000 amp.	29.25	25.00
1	Ammeter, shunt, 1,000 amp.		
1	Coil, choke, $\frac{3}{4}$ in. x $3\frac{1}{2}$ in. x 15 turns	4.00	4.00
375	Brushes, carbon, $2\frac{1}{2}$ in. x $3\frac{1}{2}$ in. x $\frac{3}{4}$ in	31.50	31.50
75	Brushes, carbon, $2\frac{1}{2}$ in. x 3 in. x $\frac{3}{4}$ in	5.62	5.62
2	Cabinets, 4 drawer tool, 8 ft. x 6 ft	24.00	21.50
18	Lockers, steel, 12 in. x 12 in. x 6 ft. 6 in	90.00	81.00
1	Box, iron waste, 3 ft. x 5 ft. x 2 ft. 6 in	10.00	7.00
8	Cans, waste. 18 in. dia. x 3 ft	12.00	11.00
1	Tank, oil, 24 in. x 36 in	15.00	12.00
4	Pulleys, governor belt, 18 in dia. x $4\frac{1}{2}$ in. face, 100 lbs. each	10.00	10.00
1	Pump, duplex, $4\frac{1}{4}$ in. $2\frac{3}{4}$ in. x 4 in	50.00	35.00
1	Pump, duplex piston, 3 in. x $1\frac{3}{4}$ in. x 3 in	42.00	30.00
1	Plate, surface, C. I., 4,500 lbs	90.00	90.00
1	Heater, feed water through type, 42 in. dia. 12 ft. high (good)	400.00	200.00
40	Ft. cable, steel, $1\frac{1}{2}$ in. (old)	20.80	15.00
100	Ft. steel round, 3 in. mch. 2,000 lbs	50.00	50.00
60	Ft. steel round, $2\frac{3}{4}$ in. mch. 1,360 lbs	34.00	34.00
1	Armature for 40 H. P. 600 volt motor	260.00	260.00
1	Armature for 10 H. P. 600 volt motor	90.00	90.00
1	Scale, 5 lb	5.00	4.00
4	Boxes screws, wood, assorted	2.00	2.00
150	Screws, lag, $\frac{1}{2}$ in. x 3 in	1.12	1.12
20	Screws, cap, 3/8 in. x $2\frac{3}{4}$ in	.40	.40
25	Screws, cap, $\frac{1}{2}$ in. x 2 in	.62	.62
30	Screws, cap, $\frac{1}{2}$ in. x 3 in	.90	.90
6	Bolts, $1\frac{1}{2}$ in. x 9 in	.96	.96
6	Screws, cap, $1\frac{1}{4}$ in. x 4 in	1.20	1.20
50	Bolts, $\frac{1}{2}$ in. x 1 in	.50	.50

CALIFORNIA AVE. POWER PLANT.

Quantity	Description	Cost New	Present Value
200	Screws, cap, $\frac{1}{2}$ in. x 1 in	$ 3.60	$ 3.60
25	Bolts, $1\frac{1}{2}$ in. x 7 in.	3.50	3.50
6	Bolts, $1\frac{1}{4}$ in. x 12 in.	1.08	1.08
50	Bolts, $1\frac{1}{4}$ in. x 8 in.	7.50	7.50
125	Bolts, 1 in. x 8 in.	10.00	8.75
125	Bolts, 1 in. x 6 in.	8.75	8.75
375	Bolts, 1 in. x 5 in.	21.38	24.38
310	Bolts, 1 in. x 4 in.	18.60	18.60
50	Bolts, 1 in. x 3 in.	2.75	2.75
50	Bolts, 1 in. x $2\frac{1}{2}$ in.	2.50	2.50
110	Bolts, 3/8 in. x 5 in.	3.57	3.57
50	Bolts, $\frac{3}{4}$ in. x $2\frac{1}{2}$ in.	1.25	1.25
150	Bolts, $\frac{1}{2}$ in. x 4 in.	2.25	2.25
250	Bolts, 1-1/8 in. x 4 in.	21.25	21.25
50	Ft. hose, water, $\frac{1}{2}$ in.	6.00	5.00
290	Ft. hose, steam, $1\frac{1}{4}$ in. (poor)	98.60	40.00
150	Ft. hose, fire, $2\frac{1}{2}$ in. (good)	75.00	60.00
10	Studs, 2 in. x 8 in.	.57	.57
50	Studs, 8-7/8 in. x $3\frac{1}{2}$ in.	2.00	2.00
6	Set screws, $\frac{3}{4}$ in. x $1\frac{1}{2}$ in.	.15	.15
40	Bolts, brass, $\frac{3}{4}$ in. x 3 in.	4.00	4.00
300	Pins, cotter, $\frac{1}{4}$ in. x 3 in.	.75	.75
100	Ft. black pipe, standard, $\frac{3}{4}$ in.	40.00	36.00
500	Ft. black pipe, standard, $1\frac{1}{4}$ in.	37.50	33.75
575	Ft. black pipe, standard, $1\frac{1}{2}$ in. (sec. hd.)	51.75	46.50
40	Ft. black pipe, standard, 2 in.	4.80	4.30
360	Ft. black pipe, standard, $2\frac{1}{2}$ in.	57.00	51.30
60	Ft. black pipe, standard, 3 in.	15.60	13.50
365	Ft. black pipe, standard, 4 in.	131.40	118.25
175	Ft. black pipe, standard, 5 in.	84.00	75.60
264	Ft. black pipe, standard, 6 in.	166.32	149.70
8	Ft. black pipe, standard, 8 in.	9.04	8.15
$15\frac{1}{2}$	Ft. pipe, W. I., 24 in.	93.00	83.70
14	Ft. pipe, W. I., 16 in.	50.80	45.70
40	Ft. pipe, black, extra heavy, $3\frac{1}{2}$ in.	18.00	16.20
80	Ft. pipe, black, extra heavy, 4 in.	40.00	36.00
73	Ft. pipe, black, extra heavy, 5 in.	52.56	47.30
4	Tees, flanged, st'd., $2\frac{1}{2}$ in. (old)	4.40	2.50
7	Tees, flanged, st'd., 4 in. (old)	17.01	9.00
6	Tees, flanged, st'd., $4\frac{1}{2}$ in. (old)	16.50	8.25
5	Tees, flanged, st'd., 5 in. (old)	15.55	8.00
6	Tees, flanged, st'd., 6 in. (old)	22.14	12.00
1	Tee, flanged, st'd., 16 in. (old)	27.00	15.00
1	Ell, flanged, st'd., 5 in., 45 degrees	2.11	1.25
2	Ells, flanged, st'd., 4 in. (old)	3.34	3.00
1	Ell, flanged, st'd., $4\frac{1}{2}$ in. (old)	1.90	1.75
4	Ells, flanged, st'd., 5 in. (old)	8.44	7.50
8	Ells, flanged, st'd., 6 in. (old)	20.16	18.00
2	Ells, flanged, st'd., 8 in. (old)	8.56	7.50
2	Ells, flanged, st'd., 16 in. (old)	36.00	20.00
1	Ell, flanged, st'd., 24 in., 45 degrees	40.00	36.00
20	Crosses, screwed, st'd., $1\frac{1}{4}$ in. (old)	2.40	1.20
5	Crosses, screwed, st'd., $1\frac{1}{2}$ in. (old)	.75	.40
1	Nipple (W. I.), 16 in., 16 in. long	5.50	5.00
12	Nipples (W. I.), 6 in., 6 in. long (new)	6.48	6.48
30	Nipples (W. I.), 5 in., 4 to 6 in. long	13.20	13.20

CALIFORNIA AVE. POWER PLANT.

Quantity	Description.	Cost, New	Present Value.
25	Nipples (W. I.), 4 in., 3 to 10 in. long	$ 5.50	$ 5.50
225	Nipples (W. I.), 2½ in., 2 to 10 in. long	22.50	22.50
95	Nipples (W. I.), 2 in., 2½ to 8 in. long	4.27	4.27
60	Nipples (W. I.), 1½ in., 3 to 6 in. long	2.10	2.10
100	Nipples (W. I.), 1¼ in., close to 6 in. long	2.50	2.50
50	Hangers, expansion pipe, 1½ in. to 3 in	8.00	8.00
30	Couplings, st'd., 6 in	13.50	13.50
60	Couplings, st'd., 5 in	21.00	21.00
1	Valve, flanged angle, 8 in. (old)	22.00	18.00
1	Valve, flanged gate, 14 in. (old)	45.00	36.00
1	Valve, flanged gate, 8 in., iron body (old)	13.75	11.00
1	Valve, flanged gate, 3 in. (old)	4.00	3.20
1	Valve, flanged gate, 4½ in. (old)	5.50	4.40
4	Valves, flanged gate, extra heavy. 5 in. (old)	83.20	67.00
3	Valves, flanged gate, st'd., 5 in. (old)	18.75	15.00
11	Valves, flanged gate, st'd., 4 in. (old)	55.00	44.00
1	Valve, flanged gate, st'd., 22 in. (old)	154.00	120.00
1	Valve, flanged gate, st'd., 24 in. (old)	178.00	143.00
5	Valves, flanged gate, st'd., 2½ in. (old)	7.50	6.00
1	Low pressure valve body, 14 in	25.00	20.00
2	Valves, low relief, 2 in	6.00	4.80
3	Plugs, 3 in	.27	.25
12	Nipples, brass, R. & L., 1¼ in	.96	.96
8	Unions, brass, ¾ in	2.16	2.16
25	Unions, brass, ½ in	5.00	5.00
12	Unions, brass, 1/8 in	1.08	1.08
6	Unions, screwed, 1 in	.48	.48
75	Unions, flanged, 1¼ in. to 2½ in	18.75	18.75
10	Discs, blow-off valve, 5 lbs. each	3.00	3.00
15	Lbs. nipples, brass	3.00	3.00
36	Fittings, nickel plated, ½ in. (old)	1.80	1.50
18	Wheels, valve, 4 in. to 8 in. dia	3.60	3.60
16	Wheels, valve, 16 in dia	16.00	16.00
1	Wheel, valve, 30 in. dia	2.00	2.00
26	Stems, brass valve, 1 in. x 14 in	11.25	11.25
6	Valves, flanged pop, 4 in. (fair)	72.00	50.00
25	Bushings, 1 in. to 7 in	6.25	6.25
1	Flange, st'd. blind, 18 in	4.79	4.79
3	Flanges, st'd. blind, 8 in	3.93	3.93
34	Flanges, st'd., 5 in	21.08	21.08
17	Flanges, st'd., 6 in	11.56	11.56
33	Flanges, st'd., 4 in	16.83	16.83
1	Flange, ex. heavy blind, 24 in. (old)	19.00	17.00
3	Flanges, st'd., blind., 12 in	7.20	7.20
14	Flanges, floor, 1½ in	.98	.98
60	Flanges, floor, 1¼ in	4.20	4.20
6	Couplings, hose, ½ in	3.00	3.00
6	Couplings, hose, 1 in	3.60	3.60
18	Couplings, hose, 1¼ in	14.40	14.40
22	Ells, st'd, screwed, ½ in	.44	.44
25	Ells, st'd, screwed, 1 in	.75	.75
16	Ells, st'd, screwed, 1½ in	.96	.96
38	Ells, st'd, screwed, 3 in	7.98	7.98
5	Ells, st'd, screwed, 4½ in	2.50	2.50
15	Ells, st'd, screwed, 5 in	8.40	8.40
12	Ells, Ex. Heavy, screwed, 1½ in	1.80	1.80

CALIFORNIA AVE. POWER PLANT.

Quantity.	Description.	Cost New	Present Value
36	Ells, Ex. Heavy, screwed, 2 in.	$ 5.76	$ 5.76
20	Ells, Ex. Heavy, screwed, 2½ in.	6.40	6.40
25	Tees, st'd, screwed, ⅜ in.	.50	.50
25	Tees, st'd, screwed, ½ in.	.75	.75
46	Tees, st'd, screwed, 1 in.	1.84	1.84
50	Tees, st'd, screwed, 1¼ in.	3.50	3.50
78	Tees, st'd, screwed, 1½ in.	6.24	6.24
20	Tees, st'd, screwed, 2½ in.	4.00	4.00
41	Tees, st'd, screwed, 3 in.	12.71	12.71
15	Tees, st'd, screwed, 5 in.	12.60	11.80
36	Tees, Ex. Heavy, screwed, 1½ in.	8.28	8.28
65	Tees, st'd, Red'g screwed, 2 in.	8.45	8.45
20	Tees, st'd, Red'g, screwed, 2½ in.	4.80	4.80
28	Tees, st'd, Red'g, screwed, 3 in.	9.80	9.80
1	Tee, Ex. Heavy, Red'g, srcewed, 2½ in.	.57	.57
1	Tee, flanged, st'd, Red'g, 15 in.	19.00	19.00
5	Valves Globe, brass body, ¼ in. (new)	1.10	1.10
15	Valves Globe, brass body, ⅜ in. (new)	3.75	3.75
5	Valves Globe, brass body, ½ in. (new)	1.50	1.50
1	Valve Globe, brass body, ¾ in. (new)	.38	.38
9	Valves Globe, brass body, 1 in. (new)	4.86	4.68
19	Valves Globe, brass body, 1¼ in. (new)	14.25	14.25
2	Valves Globe, brass body, 2 in. (new)	3.18	3.18
2	Valves, Gate, brass body, 1½ in. (new)	3.24	3.24
6	Valves, Gate, brass body, 2½ in. (new)	26.22	26.22
12	Valves, Y, brass body, ¾ in. (new)	19.80	19.80
2	Valves, Check, brass body, 1½ in. (new)	5.50	5.50
3	Valves, Check, brass body, 2½ in. (new)	22.50	22.50
23	Valves, Globe, brass, 1 in. (old)	12.42	6.21
1	Valve, Globe, brass, 1½ in. (old)	1.05	.53
40	Valves, Globe, brass, 2 in. (old)	63.60	31.80
2	Valves, Gate, brass, 1½ in. (old)	3.24	1.62
1	Valve, Gate, brass, 2 in.	2.38	1.19
3	Ejectors, brass, 2 in.	27.00	13.50
25	lbs. Rivets, ¼ in. x 3 in.	.75	.75
1	Governor, Gardener, 1¼ in. (fair)	14.70	10.29
1	Rod, brass, 3½ in. x 18 in.—54 lbs.	8.10	8.10
1	Rod, brass, 3½ in. x 12 in.—36 lbs.	5.40	5.40
8	Rod, steel (mch.) ½ in. x 2 ft.—2½ lbs. each	.50	.36
13	Rod, steel, (mch.) 2 in. x 20 ft.—220 lbs.	71.50	71.50
6	Rod, piston, 2 in. x 12 ft. 6 in.	18.00	18.00
3	Rods, piston, 2 in. x 4 ft. 6 in.	12.00	12.00
150	Ft. Cold Rolled Shaft, 1 15/16 in.—1650 lbs.	41.25	41.25
1	Set Clamps, belt, 15 in.	5.00	3.00
15	Ft. Tube, brass, 1¼ in. 7 lbs.	1.40	1.40
1	Cover, manhole, 12 in. x 16 in. —50 lbs.	2.25	2.25
2	Drills, Oct. Steel Stone, 1½ in. x 30 in.—12 lbs.	.96	.80
1	Drill, Oct. Steel Stone, 1¼ in. x 30 in.—9 lbs.	.36	.30
235	Ft. Cable, Manila, 2¾ in. dia. 560 lbs. (good)	67.20	50.00
2	Gongs, electric, 10 in.	1.50	1.00
132	Ft. I Beam, 15 in. 6,600 lbs.	148.50	140.00
11	Ft. I Beam, 6 in.—165 lbs.	3.71	3.00
3	Bbls. Compound, boiler	117.00	117.00
1	Bbl. Soda Ash	20.00	20.00

CALIFORNIA AVE. POWER PLANT.

Quantity.	Description.	Cost New	Present Value
	Corliss Engine Parts.		
2	Bonnets, 15 lbs. each	$ 12.00	$ 12.00
7	Arms, rocker, 50 lbs. each	140.00	140.00
4	Rods, valve gear, 5 lbs. each	12.00	12.00
4	Arms, knock-off	12.00	12.00
2	Levers, knock-off, 15 lbs. each	6.00	6.00
90	Blocks, knock-off, hardened steel, $1\frac{3}{4}$ in. x $1\frac{3}{4}$ in. x $\frac{7}{16}$ in.	22.50	22.50
5	Hooks, steam, 8 lbs. each	16.00	16.00
12	Arms, steam, 6 lbs. each	28.80	28.80
4	Heads, valve rod, brass, for $1\frac{1}{2}$ in. rod, 4 lbs. each	8.00	8.00
24	Heads, connecting rod, for 1 in. rod, brass, 3 lbs. each	30.00	30.00
20	Lbs. Packing, metallic	4.00	4.00
8	Brackets, valve stem, 60 lbs. each	192.00	192.00
1	Crank Shaft, Stoker engine	20.00	20.00
1	Clamp, brass, 20 lbs	6.00	6.00
25	Ft. Belting, rubber, 3-ply, 2 in. (new)	1.75	1.75
22	Ft. Belting, rubber, 5-ply, 6 in. (new)	8.14	8.14
30	Ft. Belting, rubber, 3-ply, 3 in. (new)	3.30	3.30
20	Ft. Belting, double leather, 5 in. (new)	12.00	12.00
18	Ft. Belting, double leather, $3\frac{1}{2}$ in. (new)	7.56	6.76
80	Ft. Belting, double leather, 5 in. (new)	48.00	48.00
100	Ft. Belting, double leather, 4 in. (new)	48.00	48.00
75	Ft. Belting, double leather, 4 in. (old)	36.00	5.00
135	Ft. Belting, rubber, 5-ply, 10 in. (old)	68.85	10.00
4	Lbs. cord, sash	.20	.20
5	Yds. cloth, cheese	.25	.25
6	Sponges	.30	.30
12	Bars, soap, Fairy	.60	.60
18	Bars, soap, common	.54	.54
60	Ft. lacing, rawhide belt, $\frac{1}{2}$ in.	.90	.90
8	Valves, soft rubber, 7/8 in. x 11 in. x $9\frac{1}{2}$ in.	8.00	8.00
14	Valves, soft rubber, 1 in. x 8 in. x 8 in.	14.00	14.00
19	Valves, soft rubber, 5/8 in. x $5\frac{1}{2}$ in. dia.	4.75	4.75
20	Valves, soft rubber, $\frac{1}{2}$ in. x 4 in. dia.	4.00	4.00
12	Valves, soft rubber, 5/8 in. x 5 in. dia.	3.00	3.00
150	Springs, No. 8 brass wire pump valve	12.00	12.00
7.5	Tons steel	112.50	112.50
1.9	Tons W. iron	28.50	28.50
22	Tons cast iron	264.00	264.00
300	Lbs. copper (wire and cable)	33.00	33.00
596	Lbs. brass	47.68	47.68
50	Lbs. rubber	2.50	2.50
1	Gasket mould	.75	.50
1	Cold cut	.88	.40
1	Portable forge	17.00	10.00
1	Anvil	5.00	5.00
20	Bbls. cylinder oil (35c. gal.)	350.00	350.00
18	Bbls. engine oil (20c. gal.)	180.00	180.00
4,000	Tons coal (March 10, 1910)	8,000.00	8,000.00
1	Bale waste (100 lbs. est.)	6.00	6.00
	Furniture:		
1	Desk, roll top	18.00	10.00
1	Table, 4 ft. x $2\frac{1}{2}$ ft	5.00	3.00
1	Chair, swivel	3.00	2.00

CALIFORNIA AVE. POWER PLANT.

Quantity	Description	Cost New	Present Value
	Furniture:		
4	Chairs, straight	$ 4.00	$ 2.00
1	Clock	10.00	7.00
	Track Material:		
2	Frogs (old)	80.00	40.00
2	Switches (old)	130.00	65.00
150	Ft. rail, 85 lbs. 1.9 tons (old)	76.00	38.00
30	Ft. rail, 45 lbs. 0.2 tons (old)	8.00	4.00
7,000	Blocks, granite paving	560.00	560.00
	Lumber:		
8,000	B. M. ft. pine (old)	200.00	80.00
	Scrap:		
2	Tons (rail and fish plates)		22.00
	Total	$23,975.87	$22,327.51
	Depreciation	$ 1,648.36	
	Total present value	$22,327.51	

CHICAGO ELECTRIC TRANSIT CO.

Elston Ave. Car House.

Tools and Machinery.

SUMMARY.

Cost new	$25,879.95
Depreciation	6,021.38
Total present value	$19,858.57

ELSTON AVE. CAR HOUSE.

Quantity	Description	Cost New	Present Value
1	Motor, Thomson Houston, 500 V. D. C. bipolar, class 30 (20 or 30 H. P.)	$ 310.00	$ 160.00
1	Drill press, 16 in	40.00	20.00
1	Lathe, 20 in. x 12 ft. engine, Lodge & Davis Mch. Tool Co., Cincinnati (old)	450.00	150.00
1	Emery wheel stand (bench)	7.00	3.50
20	Ft. shaft, C. R. 1-15/16 in., 201 lbs	5.03	4.00
1	Pulley, 48 in. x 8 in. wood, split	10.15	5.00
1	Pulley, 16 in. x 7 in. wood, split	2.00	1.00
2	Pulley, 6 in. x 6 in. wood, split	2.20	1.10
1	Drop hanger, 30 in. x 1-15/16 in	4.75	4.00
2	Pillow blocks, 1-15/16 in	2.60	2.00
1	Switch, 50 amp. 600 V. S. T., D. T	4.00	3.00
1	Vise, 4½ in. combination	7.00	5.00
2	Vise, 6 in. Parker	10.00	7.00
1	Grindstone, 9 in. face, 2 ft. dia	15.00	4.00
50	Ft. belt, single leather, 3 in. (old)	9.00	4.50
25	Ft. belt, single leather, 4 in. (old)	6.00	3.00
25	Pails, 14 qt. galvanized	5.50	3.00
1	Funnel	.20	.10
1	Can, oil, 2 gallon	.25	.20
7	Can, oil, 5 gallon	3.15	2.50
1	Can, waste	1.50	1.00
1	Tank, 12 in. x 30 in	6.00	3.00
26	Brooms	7.80	4.00
17	Brushes, dust	5.10	4.00
2	Wheelbarrows	6.00	2.00
1	Forge, portable	12.00	4.00
1	Stock and dies, Wells Bros. solid bolt, ¼ in. to ¾ in. (poor)	7.80	2.00
1	Ratchet, 14 in	4.00	3.00
2	Ratchet, 18 in (poor)	14.00	6.00
12	Drills, 1-1/8 in. sq. shank tw	20.40	8.00
1	Jack, 12 in. screw	3.60	3.00
1	Jack, 10 ton Simplex	12.50	10.00
3	Jack, 10 ton Barret	18.00	12.00
4	Jack, 10 ton track, Joyce	72.00	54.00
1	Jack, 5 ton track, lever	5.00	4.00
1	Jack, 10 ton telescopic screw	7.00	5.00
1	Jack, 5 ton track	4.00	3.00
1	Tamp	1.50	1.25
1	Anvil (150 lbs.)	13.50	11.00
1	Block, swage, 16 in. x 16 in., 120 lbs	3.60	3.00
2	Horses, 4 in. x 8 in. x 10 ft., wood (good)	8.00	6.00
1	Bench, 3 ft. x 20 ft. wood	6.00	3.00
1	Bench, 2 ft. x 6 ft. wood	3.00	1.50
1	Bench, 3 ft. x 8 ft. wood	3.50	1.75
2	Magnetos (poor)	20.00	5.00
1	Torch, gasoline blow	2.50	1.25
2	Hammer, ¾ lb. ball pein	.72	.60
2	Hammer, 1 lb. ball pein	.80	.65
2	Hammer 1¼ lb. ball pein	.90	.70
1	Hammer, 2 lb. ball pein	.65	.50
1	Hammer, Mason's	.50	.25
4	Sledges, 10 lbs	4.00	3.00
1	Sledge, 15 lbs	1.50	1.25

ELSTON AVE. CAR HOUSE.

Quantity	Description	Cost New	Present Value
2	Mauls, spike	$ 1.40	$ 1.00
1	Square, carpenter's	1.50	.75
1	Saw, 4 ft. cross-cut	2.25	.75
2	Saws, 24 in. hand	2.50	1.00
1	Box, galv. waste	2.50	2.00
1	Set fire tools	1.50	1.00
1	Skid	1.50	1.00
3	Ladders, 10 ft. wood	1.80	.90
5	Shovels, scoop	3.00	1.00
1	Shovel, square point	.60	.30
3	Spoons, lineman's	3.75	1.50
1	Press, hand-screw	20.00	15.00
1	Hoist, 2 ton chain	18.00	13.50
3	Hoists, 3 ton chain	72.00	54.00
2	Hoists, ½ ton chain	16.80	12.60
1	Crane, jib, 8 in. I., 20 ft. long	35.00	20.00
2	Cranes, jib, small	30.00	18.00
1	Wrench, 14 in. monkey	.70	.50
11	Wrenches, 1 in. socket	5.50	4.00
1	Wrench, 1 in. open end	.40	.30
10	Wrenches, 1 in. S	7.00	5.00
1	Wrench, 24 in. pipe	1.60	1.00
1/3	Bbl. cup grease, 160 lbs	6.40	6.40
1¼	Bbls. heavy oil, 62½ gal	6.25	6.25
3	Bbls. No. 3 oil, 126 gal	12.60	12.60
2	Bbls. No. 2 oil, 84 gal	8.40	8.40
9	Bbls. No. 1 oil, 420 gal	42.00	42.00
304	Gals. summer black	24.32	24.32
8	Bbls. Std. No. 2 grease (4,000 lbs.)	160.00	160.00
4	Bbls. inner motor grease (2,000 lbs.)	120.00	120.00
1	2-Bbl. galv. tank	10.00	8.00
10	Bags asbestos cement	17.50	17.50
9	Bags limene, whitekote finish	6.75	6.75
10	Lbs. rivets	.25	.25
20	Ft. 3/8 in. chain, 31 lbs	1.01	1.01
20	Ft. ¾ in. chain, 118 lbs	3.84	3.84
100	Ft. ¼ in. chain, 75 lbs	2.44	2.44
50	Ft. wire, No. 8, stranded R. C	1.00	1.00
150	Ft. wire, 2/0 trolley (old)	12.00	10.00
200	Ft. wire, No. 16 R. C	1.40	1.40
1750	Lbs. C. I. small parts (new)	52.50	52.50
310	Lbs. brass parts (rough)	46.50	46.50
2	16 in. sprocket wheels	3.00	2.00
20	Ft. link belt 3 in. x 2 in.	6.00	4.00
54	Yds. carpet 22 in. wide	21.60	21.60
36	Lantern globes	3.60	3.60
16	Lantern burners	3.20	2.25
11	Lbs. rubber, ½ in. pure gasket	6.60	6.60
1	Lbs. wicking, candle	.25	.25
1	Tank, 48 in. x 16 ft. (old))	225.00	75.00
1	Switch, S. P. S. T. 75 amp., 600 V. quick break	3.00	1.50
1	Switch, S. P. S. T. 200 amp. (old)	3.25	1.00
1	Nozzle, 2½ in. brass, hose	5.00	4.00
2	Switch and cut-out, combined 3 amp. 600 V	2.00	1.50
40	Rosettes, cleat	3.00	2.00
75	Ft. hose, 1½ in. sand	18.00	10.00

ELSTON AVE. CAR HOUSE.

Quantity	Description	Cost New	Present Value
50	Ft. hose, ¾ in. rubber	$ 6.00	$ 5.00
8	Couplings, hose, ¾ in	1.00	.75
1	Rheostat, German silver—wire res. G. E. Co. type 403	15.00	5.00
90	Lbs. rope trolley	13.50	13.40
187	Ft. ¼ in. leather bell cord	3.75	3.75
50	Lbs. solder, wire	10.00	10.00
250	Washers, fibre 1/16 in. x 4 in. x 3 in.	10.00	10.00
75	Bolts, 1-3/8 in. x 21 in	18.75	18.75
70	Bolts, 1 in. x 11 in	5.07	5.07
40	Bolts, 7/8 in. x 4 in	1.52	1.52
30	Bolts, ¾ in. x 4 in	.78	.78
250	Bolts, ¾ in. x 3½ in	6.13	6.13
400	Bolts, ¾ in. x 3 in	9.40	9.40
300	Bolts, ¾ in. x 2½ in	6.60	6.60
25	Bolts, 5/8 in. x 12 in	.90	.90
200	Bolts, 5/8 in. x 9 in	6.00	6.00
50	Bolts, 5/8 in. x 8 in	1.38	1.38
60	Bolts, 5/8 in. x 3½ in	1.08	1.08
35	Bolts, 5/8 in. x 3 in	.60	.60
600	Bolts, 5/8 in. x 2 ½ in	9.60	9.60
75	Bolts, ½ in. x 4 in	.97	.97
200	Bolts, ½ in. x 2½ in	2.20	2.20
60	Bolts, ½ in. x 2 in	.63	.63
210	Bolts, ½ in. x 2 in. (C. S. H.)	2.21	2.21
60	Bolts, ½ in. x 1½ in	.60	.60
400	Bolts, 3/8 in. x 2½ in	3.00	3.00
20	Bolts, 3/8 in. x 2 in	.14	.14
30	Bolts, 3/8 in. x 1½ in	.19	.19
50	Bolts, ¼ in. x 2½ in	.27	.27
2	Kegs bolts (old)	5.00	3.00
400	Bolts, carriage, ½ in. x 2 in	1.80	1.80
100	Bolts, carriage, 3/8 in. x 1½ in	.25	.25
150	Bolts, carriage, ¼ in. x 3 in	.38	.38
80	Bolts, carriage, ½ in. x 2 in	1.80	1.80
50	Lag screws, ¼ in. x 2½ in	.25	.25
50	Cap screws, 3/8 in. x 1½ in	.60	.60
10	Lbs. lock washers, 3/8 in	.30	.30
30	Lbs. lock washers, ½ in	.90	.90
75	Lbs. lock washers, ¾ in	2.25	2.25
5	Lbs. washers, ½ in	.15	.15
200	Lbs. washers, 1 in	6.00	6.00
15	Lbs. nuts, ½ in. (square)	.60	.60
15	Lbs. nuts, 5/8 in. (square)	.60	.60
30	Lbs. nuts, ¾ in. (square)	.90	.90
4	Lbs. nuts, 7/8 in. (square)	.12	.12
12	Ft. 1½ in. shafting, C. R	1.80	1.80
1	Sleigh	35.00	10.00
60	Ft. 1 in. Rd. iron, 140 lbs	3.15	3.15
10	Ft. 1 5/8 in. Rd. iron, 65 lbs	1.47	1.47
418	Lbs. ¾ in. Rd. iron	9.40	9.40
50	Ft. ¾ in. x 2 in. bar iron, 225 lbs	5.06	5.06
45	Ft. 1 in. sq. bar iron, 135 lbs	3.04	3.04
1	Frame, transfer table	60.00	50.00
1	Pr. wheels, transfer table with axle and gears	20.00	15.00
2	Pr. wheels, transfer table with axle	20.00	15.00

ELSTON AVE. CAR HOUSE.

Quantity	Description	Cost New	Present Value
160	Ft. pipe 1½ in. std. block	$ 14.40	$ 14.40
480	Ft. pipe 1¼ in. std. block (old)	36.00	12.00
650	Lbs. wire, 8 lbs. galv	1.17	1.17
10	Ft. 3 in. x 6 in. L 110 lbs.	2.47	1.00
15	Tons salt	90.00	90.00
4	Bags cement	1.20	1.20
7	Yards sand	8.75	8.75
1	Roll sheet asbestos, 100 lbs., approx	4.50	4.50
360	B. M. 3 in. oak	10.08	10.08
4608	B. M. 2 in. yellow pine	110.59	110.59
600	B. M. ft. 1 in. x 3 in. pine	15.00	15.00
400	Ft. moulding, triangular, ¼ in. x 3/8 in. x 3/8 in.	2.00	2.00
6	Window sash, 34 in. x 36 in.	16.50	16.50
17	Window sash, double, 60 in. x 34 in.	93.50	50.00
7	Tons coal, soft	17.50	17.50
3½	Tons coal, hard	28.00	28.00
	Car Parts.		
12	Draw bars	36.00	10.00
30	Lbs. pins, coupling	1.20	1.20
8	Brake beams	20.00	16.00
100	Covers, C. I. journal box, 1 lb. each	5.00	5.00
24	Brake handles, 12 lbs. each	36.00	25.00
150	Lbs. 1/8 in. plate, sheared and punched	7.50	7.50
265	Lbs. braces, etc., W. I.	13.25	13.25
20	Lbs. hand holds, W. I.	1.60	1.60
20	Plates, 1/8 in. x 16 in. (bent)	5.00	5.00
30	Hooks, 2 in. x ¼ in. x 24 in., W. I.	4.50	4.50
9	Guards, wheel, wood	6.75	6.75
200	Springs, coiled, ½ in. x ¾ in. x 4 in., O. D. x 8 in. long, average	150.00	100.00
62	Head lights (oil burning), U. S. Hd. Lt. Co.	372.00	93.00
5	Head lights (oil burning), old, round	25.00	7.50
100	Sections, brush for sweeper, 5 long, rattan	200.00	200.00
16	Fenders (new)	128.00	128.00
22	Fenders (old)	176.00	70.00
6	Gears, cut, 4½ in. dia., 4½ in. face, bore, 14 teeth	12.00	12.00
11	Gears, car axle, 22 in. dia., 4½ in. face, 3½ in. bore, cut, 66 teeth, split	99.00	99.00
7	Axles, car, with new gears and wheels (5 axles), new, 3½ in. x 8 in. journals	210.00	190.00
8	New 3½ in. x 8 in. journals with old wheels	240.00	150.00
1	New 3½ in. x 8 in. journal without gear	21.00	21.00
306	Brake shoes, new, 28 lbs. each	183.60	183.60
25	Chains, 3/8 in. x 3 ft. long	8.75	5.00
40	Trolley poles, old	138.00	50.00
48	Trolley wheels, 2 lbs. each	21.60	21.60
18	Base trolley	324.00	200.00
25	Couplings	8.75	5.00
21	Springs, elliptical, 24 in. long	94.50	94.50
13	Springs, semi-elliptical, 33 in. long, 5 3 in. x ¼ in. leaves in each	45.50	45.50
50	Sand punches, ¾ in. x 4 in.	.75	.75
15	Bell hammers	.30	.30
10	½ in. x 3 in.	.10	.10
38	Rods, 5/8 x 16 ft. (upset ends)	19.00	10.00

ELSTON AVE. CAR HOUSE.

Quantity.	Description.	Cost New.	Present Value.
100	Signs, metal, 12 in. x 20 in.	$ 40.00	$ 30.00
150	Signs, cloth	22.50	18.00
24	Flags, U. S., 12 in. x 24 in.	2.40	2.40
370	Run numbers, 4 in. dia.	22.20	15.00
9300	Transfers	4.00	4.00
177	Meaker cash registers	2,301.00	1,150.50
80	Meaker register backs	120.00	120.00
340	Conductors' and motormen's badges	68.00	35.00
	G. E. 800, Motors and Parts.		
1	Motor	210.00	130.00
3	Motor cases (old, but good)	90.00	40.00
22	Field coils (old)	440.00	100.00
44	Field coils (good)	880.00	880.00
10	Armatures (good)	1,500.00	1,000.00
1	Armature (old)	150.00	65.00
20	Brush holders	15.00	15.00
22	Gear cases, No. 8 iron, 8 in. wide, 30 in. dia. (new)	220.00	220.00
5	Gear cases, No. 8 iron, 8 in. wide, 30 in. dia. (old)	50.00	20.00
45	Caps, bearing, 8 lbs. each	22.50	20.00
70	Caps, bearing, 6 lbs. each	21.00	18.00
50	Pair bearings, $2\frac{1}{2}$ in. x 5 in., rebabbitted, split	60.00	50.00
8	Pair bearings, $2\frac{3}{4}$ in. x 4 in. x 8 in., rebabbitted, split.	11.20	10.00
95	Pair bearings, $2\frac{3}{4}$ in. x $3\frac{1}{2}$ in. x 6 in., rebabbitted, split.	133.00	115.00
7	Pair bearings, 4 in. x $5\frac{1}{4}$ in. x 8 in., rebabbitted, solid.	11.20	10.00
22	Pair bearings, $2\frac{3}{4}$ in. x 4 in. x 8 in. (worn, old)	30.80	27.00
325	Carbon brushes, $2\frac{1}{4}$ in. x 2 in., $\frac{1}{4}$ in. x $\frac{1}{2}$	9.75	9.75
24	Rheostats (old)	240.00	75.00
14	Circuit breaker car, non-automatic	112.00	75.00
6	Circuit breaker, automatic car, Mg. R. 4-6 G. E.	150.00	100.00
13	Fuse Blocks, car	39.00	25.00
21	Lightning arresters, car, Mg. blow-out (12 old)	73.50	50.00
17	Controllers (K and K-2), old	1,870.00	510.00
4	Controller shafts, (old)	100.00	20.00
13	Controller shafts, contacts renewed	325.00	100.00
5	Coils, Mg. blow-out (good)	50.00	50.00
2	Coils, Mg. blow-out (good)	10.00	5.00
6	Switches, reversing	60.00	40.00
12	Switches, reversing (old)	120.00	60.00
8	Car heaters (Con. Car Htg. Co., Albany)	80.00	40.00
	Track Material.		
51	Poles, 30 ft., iron, 7 in. base (old)	943.50	600.00
5	Poles, 30 ft., iron, $8\frac{1}{2}$ in. base (old)	115.00	75.00
9	Poles, 35 ft., wood, 10-in. top (old)	72.00	30.00
62	Poles, 35 ft., wood, 7-in. top (new)	387.50	387.50
2	Rings, C. I., manhole	10.00	10.00
12	Brushes, push	6.00	3.00
1	Gauge, track	3.00	2.00
2	Saws, rail hack, 12 in.	1.00	.75
2	Doz. blades, 12 in. hack saw	1.50	1.50
2	Pair tongs, rail	2.00	2.00
7	Chisels, track	2.80	2.80
20	Picks	14.00	14.00
2	Bars, 4 ft. pinch	2.50	2.50

ELSTON AVE. CAR HOUSE.

Quantity	Description	Cost New	Present Value
38	Kegs spikes, track, 9-16 in. x 5½ in	$133.00	$ 133.00
42	Kegs spikes, track, ½ in. x 4½ in	147.00	147.00
5,310	Ft. rail, Johnson, 7-3/16 in., 85 lbs. (new), 6-2/3 tons	266.67	266.67
24	Switch points, 6 ft.	600.00	500.00
1,100	Fish plates, 26 in. (old)	550.00	300.00
500	Redwood paving blocks	20.00	20.00
250	Rods, tie, ¾ in. x 5 ft.	50.00	30.00
11	Rods, 1 in. x 10 ft.	5.50	3.60
53	Ties, sawed, 6 in. x 7 in. x 7 in.	37.10	37.10
	Stable Supplies.		
2	Bales hay	2.50	2.50
10	Bu. oats	5.00	5.00
2	Bu. bran	1.00	1.00
1	Harness, single (old)	12.00	4.00
1	Harness, single, light (old)	10.00	7.50
1	Blanket, horse	2.00	1.00
12	Lanterns	6.00	2.00
	Elston Ave. Scrap.		
50	Tons W. I. and steel		600.00
32	Tons C. I.		352.00
1,500	Lbs. brass		120.00
300	Lbs. copper		33.00
	Store House.		
34	Pkgs. tacks, 2 oz.	1.36	1.36
36	Pkgs. tacks, 3 oz.	1.44	1.44
36	Pkgs. tacks, 4 oz.	1.80	1.80
36	Pkgs. tacks, 8 oz.	2.16	2.16
16	Lbs. brads, 5/8 in. No. 19	2.40	2.40
18	Lbs. brads, 5/8 in. No. 16	2.34	2.34
27	Lbs. brads, 1 in. No. 12	2.16	2.16
11	Kegs nails, 60 d.	23.65	23.65
1	Keg nails, 50 d.	2.15	2.15
3	Kegs nails, 40 d.	6.45	6.45
10	Kegs nails, 30 d.	21.50	21.50
12	Kegs nails, 20 d.	25.80	25.80
5-1/3	Kegs nails, 10 d.	11.74	11.74
6	Kegs nails, 8 d.	13.50	13.50
3	Kegs nails, 8 d. finishing	9.00	9.00
3	Kegs nails, 6 d.	7.05	7.05
2	Kegs nails, 1¼ in. No. 11 roofing	4.80	4.80
1	Kegs spikes, boat	3.50	3.50
6	Chisels, ¼ in. cape	1.20	1.20
12	Pair hinges, 8 in. strap	1.20	1.20
15	Pair hinges, 6 in. strap	1.20	1.20
4	Funnels, 8 in.	.80	.80
2	Funnels, 12 in.	.50	.50
36	Pulleys, brass bell cord, double	5.40	5.40
24	Pulleys, brass bell cord, single	2.40	2.40
12	Handles, No. 2 Joyce jack	1.20	1.20
12	Handles, No. 4 Joyce jack	3.60	3.60
12	Handles, No. 3 Barret	3.60	3.60
34	Handles, 36 in. sledge	6.80	6.80

ELSTON AVE. CAR HOUSE.

Quantity	Description	Cost New	Present Value
24	Handles, 16 in. hammer	$ 2.40	$ 2.40
4	Handles, adze	1.00	1.00
22	Handles, ratchet	2.20	2.20
1	Step ladder, 10 ft	2.50	2.00
12½	Lbs. packing, ½ in. Red. core piston	9.38	9.38
55	Lbs. packing, 5/8 in. Red. core piston	41.25	41.25
55	Lbs. packing, 3/8 in. Samson	41.25	41.25
33	Lbs. packing, ½ in. Samson	24.75	24.75
10	Lbs. packing, ¾ in. Samson	7.50	7.50
18	Lbs. packing, ¼ in. metallic	13.50	13.50
12	Lbs. gaskets, metallic, 11 in. x 16 in.	4.80	4.80
12	Lbs. wicking	3.00	3.00
23	Lbs. packing, 3/8 in. cresco	9.20	9.20
59	Towels, roller 8 ft.	14.75	14.75
28	Sponges	2.80	2.80
200	Wheels, star cutter	16.00	16.00
40	Lbs. petrolatum	6.40	6.40
11	Lanterns, tubular	6.60	6.60
54	Globes, lantern	5.40	5.40
84	Wicks	2.52	2.52
1	Cuspidor	.50	.50
1	Oil skid	1.00	1.00
1,500	Brushes, Stanley, 1½ in. x 1½ in. x 2¾ in.	30.00	30.00
5,500	Fuses, link, 100 ampere	100.00	100.00
50	Fuses, encl., 40 ampere	4.00	4.00
60	Fuses, encl., 15 ampere	4.80	4.80
1,550	Ft. wire, copper R. C. No. 14	12.44	12.44
2,160	Ft. wire, copper R. C. No. 12	19.44	19.44
42	Zincs, battery	2.10	2.10
12	Picks, 10 lbs.	8.40	8.40
1,930	Connections, 2-way	106.15	106.15
98	Lbs. solder, wire	19.60	19.60
85	Lbs. washers, cut 3/8 in.	3.40	3.40
50	Lbs. washers, cut 7/16 in.	2.00	2.00
50	Lbs. washers, cut ¼ in.	2.00	2.00
500	Lbs. washers, lock, 1 in.	15.00	15.00
3000	Lbs. washers, lock, ¾ in.	120.00	120.00
500	Lbs. washers, lock, 5/8 in.	20.00	20.00
1000	Lbs. washers, lock, ½ in.	40.00	40.00
1000	Lbs. washers, lock, 3/8 in.	40.00	40.00
126	Lbs. washers, lock, ½ in.	5.04	5.04
188	Lbs. washers, lock, 5/8 in.	7.52	7.52
195	Lbs. washers, lock, ¾ in.	7.80	7.80
350	Lbs. washers, lock, 7/8 in.	10.50	10.50
181	Lbs. washers, lock, 1 in.	5.43	5.43
60	Lbs. splicing compound	36.00	36.00
12	Soldering salts, Allen's	9.80	9.80
500	Carbons, 3/8 in. x 7/8 in. x 1½ in.	5.00	5.00
13	Brooms, seaweed	6.50	6.50
	Machine Bolts.		
340	Bolts, 1 in. x 12 in. sq. nuts	26.01	26.01
400	Bolts, 1 in. x 11 in, sq. nuts	29.00	29.00
100	Bolts, 1 in. x 4½ in., hex. nuts	6.00	6.00
300	Bolts, 1 in. x 4 in., sq. nuts	15.87	15.87
500	Bolts, 7/8 in. x 5 in., sq. nuts	20.75	20.75

ELSTON AVE. CAR HOUSE.

Quantity.	Description.	Cost New	Present Value
266	Bolts, 7/8 in. x 8 in., sq. nuts	$ 9.04	$ 9.04
200	Bolts, 3/4 in. x 10 in., sq. nuts	8.46	8.46
1000	Bolts, 3/4 in. x 6 in., sq. nuts	31.60	31.60
500	Bolts, 3/4 in. x 5 in., sq. nuts	14.50	14.50
500	Bolts, 3/4 in. x 4 1/2 in., sq. nuts	13.75	13.75
700	Bolts, 3/4 in. x 4 in., sq. nuts	18.20	18.20
700	Bolts, 3/4 in. x 3 in., sq. nuts	16.45	16.45
500	Bolts, 5/8 in. x 12 in., sq. nuts	18.00	18.00
500	Bolts, 5/8 in. x 11 in., sq. nuts	16.75	16.75
375	Bolts, 5/8 in. x 10 in., sq. nuts	11.78	11.78
500	Bolts, 5/8 in. x 9 in., sq. nuts	14.70	14.70
100	Bolts, 5/8 in. x 6 1/2 in., sq. nuts	2.53	2.53
100	Bolts, 5/8 in. x 6 in. sq. nuts	2.32	2.32
100	Bolts, 5/8 in. x 5 in., sq. nuts	2.12	2.12
500	Bolts, 5/8 in. x 4 in., sq. nuts	9.60	9.60
700	Bolts, 5/8 in. x 3 1/2 in., sq. nuts	12.67	12.67
1650	Bolts, 5/8 in. x 3 in., sq. nuts	28.24	28.24
600	Bolts, 5/8 in. x 2 1/2 in., sq. nuts	9.60	9.60
1450	Bolts, 5/8 in. x 2 in., sq. nuts	21.75	21.75
300	Bolts, 5/8 in. x 1 1/2 in., sq. nuts	4.20	4.20
500	Bolts, 1/2 in. x 6 in., sq. nuts	8.10	8.10
500	Bolts, 1/2 in. x 5 in., sq. nuts	7.25	7.25
750	Bolts, 1/2 in. x 4 in., sq. nuts	9.75	9.75
650	Bolts, 1/2 in. x 3 in., sq. nuts	7.62	7.62
1100	Bolts, 1/2 in. x 2 1/2 in., sq. nuts	12.21	12.21
1750	Bolts, 1/2 in. x 2 in., sq. nuts	18.20	18.20
1300	Bolts, 1/2 in. x 1 1/2 in., sq. nuts	12.61	12.61
650	Bolts, 3/8 in. x 8 in., sq. nuts	7.80	7.80
500	Bolts, 3/8 in. x 6 1/2 in., sq. nuts	5.40	5.40
1000	Bolts, 3/8 in. x 6 in., sq. nuts	10.20	0.20
1000	Bolts, 3/8 in. x 5 in., sq. nuts	9.50	9.50
700	Bolts, 3/8 in. x 1 1/2 in., sq. nuts	4.55	4.55
600	Bolts, 3/8 in. x 1 in., sq. nuts	3.90	3.90
500	Bolts, 5/16 in. x 4 in., sq. nuts	3.50	3.50
1000	Bolts, 5/16 in. x 2 1/2 in., sq. nuts	5.00	5.00
1000	Bolts, 1/4 in. x 1 in., sq. nuts	5.00	5.00
1000	Bolts, stove, 3/16 in. x 3/4 in	10.00	10.00
700	Bolts, stove, 3/16 in. x 1 1/2 in	1.19	1.19
400	Bolts, stove, 1/4 in. x 2 1/2 in	1.32	1.32
1200	Bolts, stove, 1/4 in. x 2 in	3.12	3.12
1600	Bolts, stove, 1/4 in. x 1 1/2 in	3.68	3.68
1200	Bolts, stove, 1/4 in. x 1 in	1.68	1.68
500	Bolts, stove, 3/16 in. x 2 1/2 in	1.00	1.00
400	Bolts, stove, 3/16 in. x 2 in	.72	.72
300	Bolts, stove, 3/16 in. x 1 in	.39	.39
200	Bolts, stove, 1/4 in. x 3 in	.80	.80
400	Bolts, stove, 1/4 in. x 2 1/2 in	1.20	1.20
500	Bolts, plow, 3/8 in. x 4 in	3.50	3.50
105	Bolts, plow, 5/8 in. x 9 in	2.42	2.42
614	Bolts, plow, 1/2 in. x 4 1/2 in	6.75	6.75
25 1/2	Kegs bolts, fish plate, 1 in. x 3 1/2 in	114.75	114.75
790	Bolts, 1/2 in. x 2 in. C. S. hds	7.11	7.11
400	Bolts, 5/8 in. x 2 1/2 in. C. S. hds	6.00	6.00
100	Bolts, carriage, 5/8 in. x 4 1/2 in	.98	.98
50	Bolts, carriage, 1/2 in. x 8 in	.41	.41
100	Bolts, carriage, 1/2 in. x 7 in	.75	.75

ELSTON AVE. CAR HOUSE.

Quantity.	Description.	Cost New	Present Value
40	Bolts, carriage, $\frac{1}{2}$ in. x 2 in.	$ .18	$ .18
1000	Bolts, carriage, 7/16 in. x 4 in.	4.70	4.70
900	Bolts, carriage, 7/16 in. x $2\frac{1}{2}$ in.	3.51	3.51
1650	Bolts, carriage, 7/16 in. x 2 in.	5.94	5.94
1500	Bolts, carriage, 3/8 in. x $2\frac{1}{2}$ in.	4.50	4.50
1000	Bolts, carriage, 3/8 in. x 2 in.	2.70	2.70
500	Bolts, carriage, 5/16 in. x 2 in.	1.10	1.10
1000	Bolts, carriage, 3/16 in. x 5 in.	2.30	2.30
5	Gross nuts, machine screw	1.30	1.30
5	Gross nuts, machine screw	1.30	1.30
17	Lbs. nuts, machine screw, 1 in., hex	.51	.51
97	Lbs. nuts, machine screw, 1 in. sq.	2.42	2.42
192	Lbs. nuts, machine screw, 7/8 in. hex	5.76	5.76
348	Lbs. nuts, machine screw, $\frac{3}{4}$ in. hex	10.44	10.44
60	Lbs. nuts, machine screw, 5/8 in. hex	1.80	1.80
500	Cap screws, $\frac{1}{2}$ in. x 2 in.	10.40	10.40
400	Cap screws, $\frac{1}{2}$ in. x $1\frac{1}{2}$ in.	7.00	7.00
500	Cap screws, $\frac{1}{2}$ in. x 1 in.	7.40	7.40
100	Cap screws, 1 in. x 3 in.	.85	.85
4	Gross mch. screws, 1 in. 14–24	1.84	1.84
5	Gross mch. screws, 1 in. 14–20	2.30	2.30
100	$\frac{1}{2}$ in, x 4 in. screws, Coach	1.39	1.39
500	$\frac{1}{2}$ in, x 3 in. screws, Coach	6.05	6.05
1000	$\frac{1}{2}$ in. x $2\frac{1}{2}$ in. screws, Coach	11.20	11.20
800	$\frac{1}{2}$ in. x 2 in. screws, Coach	8.24	8.24
1000	3/8 in. x 2 in. screws, Coach	7.40	7.40
600	5/16 in. x 2 in. screws, Coach	3.66	3.66
800	$\frac{1}{4}$ in. x $2\frac{1}{2}$ in. screws, lag	4.88	4.88
5	Gross $1\frac{1}{2}$ in. No. 10 screws, brass, wood	4.25	4.25
5	Gross, $1\frac{1}{4}$ in. No. 10 screws, brass, wood	3.50	3.50
5	Gross 1 in. No. 10 screws, brass, wood	3.15	3.15
5	Gross 5/8 in. No. 6 screws, brass, wood	1.40	1.40
18	Gross 3 in. No. 14 screws, F. H. bright	7.92	7.92
15	Gross 3 in. No. 12 screws, F. H. bright	6.15	6.15
15	Gross 3 in. No. 10 screws, F. H. bright	5.85	5.85
8	Gross $2\frac{1}{2}$ in. No. 14 screws, F. H. bright	2.88	2.88
15	Gross $2\frac{1}{2}$ in. No. 12 screws, F. H. bright	4.95	4.95
15	Gross $2\frac{1}{2}$ in. No. 10 screws, F. H. bright	4.50	4.50
10	Gross 2 in. No. 20 screws, F. H. bright	6.00	6.00
10	Gross 2 in. No. 18 screws, F. H. bright	5.30	5.30
10	Gross 2 in. No. 16 screws, F. H. bright	3.60	3.60
5	Gross 2 in. No. 14 screws, F. H. bright	1.55	1.55
16	Gross 2 in. No. 12 screws, F. H. bright	4.00	4.00
22	Gross 2 in. No. 10 screws, F. H. bright	4.84	4.84
22	Gross $1\frac{1}{2}$ in. No. 12 screws, F. H. bright	4.62	4.62
17	Gross $1\frac{1}{2}$ in. No. 10 screws, F. H. bright	2.87	2.87
14	Gross $1\frac{1}{2}$ in. No. 8 screws, F. H. bright	2.24	2.24
18	Gross 1 in. No. 10 screws, F. H. bright	2.70	2.70
7	Gross 1 in. No. 8 screws, F. H. bright	.91	.91
23	Gross 1 in. No. 6 screws, F. H. bright	2.76	2.76
15	Gross $\frac{1}{2}$ in. No. 8 screws, F. H. bright	1.80	1.80
14	Gross $\frac{1}{2}$ in. No. 6 screws, F. H. bright	1.40	1.50
15	Gross 3/8 in. No. screws, F. H. bright	1.35	1.35
10	Gross 2 in. No. 14 screws, wood blued	3.50	3.50
15	Gross 2 in. No. 12 screws, wood blued	4.35	4.35
15	Gross 2 in. No. 10 screws, wood blued	3.75	3.75

ELSTON AVE. CAR HOUSE.

Quantity.	Description.	Cost New	Present Value
10	Gross 1½ in. No. 14 screws, wood blued	$ 2.90	$ 2.90
11	Gross 1½ in. No. 12 screws, wood blued	2.64	2.64
5	Gross 1½ in. No. 10 screws, wood blued	1.00	1.00
1	Gross 1 in. No. 14 screws, wood blued	.24	.24
7	Gross 1 in. No. 12 screws, wood blued	1.40	1.40
6	Gross 1 in. No. 8 screws, wood blued	.90	.90
8	Gross 1 in. No. 6 screws, wood blued	1.04	1.04
28	Files, 14 in. flat bastard	7.93	7.93
36	Files, 16 in., flat bastard	13.35	13.35
24	Files 16 in. slim taper	8.00	8.00
20	Files 10 in. half round	3.82	3.82
24	Files, 14 in. half round	7.80	7.80
22	Files, 16 in. flat, smooth	10.27	10.27
24	Files, 8 in. round	2.20	2.20
22	Files, 10 in. round	2.56	2.56
12	Files, 12 in. round	1.90	1.90
10	Files, 14 in. round	2.25	2.25
24	Files, 16 in. round	7.20	7.20
24	Files, 12 in. half round	6.00	6.00
24	Files, 12 in. half round, smooth	6.80	6.80
24	Files, 16 in. flat	8.90	8.90
24	Files, 8 in. flat	2.80	2.80
24	Files, 12 in. flat	4.80	4.80
250	Lbs. rivets, R. H	6.25	6.25
1000	Cotter pins, 3/8 in. x 4½ in	7.20	7.20
1000	Cotter pins, 3/8 in. x 1½ in	3.60	3.60
1250	Cotter pins, 5/16 in. x 2 in	3.28	3.28
1500	Cotter pins, ¼ in. x 4 in	4.64	4.65
1750	Cotter pins, ¼ in. x 2 in	2.98	2.98
1250	Cotter pins, 3/16 in. x 2½ in	1.44	1.44
2500	Cotter pins, 3/16 in. x 2 in	2.45	2.45
3000	Cotter pins, 3/16 in. x 1½ in	2.43	2.43
222	Lbs. Wax Paraffine	22.20	22.20
20	Lbs. graphite	3.20	3.20
6	Doz. ¾ in. x 19 in. cage glasses	7.80	7.80
500	Face, 3/8 in. Rawhide belt	4.00	4.00
9½	Lbs. wicking candle	1.42	1.42
100	Discs, 2 in. Jenkins valve	15.00	15.00
100	Discs, 1½ in. Jenkins valve	10.00	10.00
164	Discs, 1¼ in. Jenkins valve	11.48	11.48
164	Discs, ¾ in. Jenkins valve	6.56	6.56
100	Discs, ½ in. Jenkins valve	3.00	3.00
100	Discs, 3/8 in. Jenkins valve	3.00	3.00
100	Discs, ¼ in. Jenkins valve	2.50	2.50
6	Drills, taper shank, Tw. 3/16 in	.90	.68
6	Drills, taper shank, Tw. ¼ in	1.08	.81
6	Drills, taper shank, Tw. 5/16 in	1.26	.95
6	Drills, taper shank, Tw. ½ in	1.80	1.35
6	Drills, taper shank, Tw. ¾ in	3.24	2.43
6	Drills, square shank, Tw. ¼ in	1.08	.81
6	Drills, square shank, Tw. 5/16 in	1.26	.95
6	Drills, square shank, Tw. ½ in	1.80	1.35
6	Drills	3.24	2.40
10	Drills, bit stock, 1/8 in	.80	.60
6	Drills, bit stock, 3/16 in	.48	.36
6	Drills, bit stock, 7/32 in	.54	.41

ELSTON AVE. CAR HOUSE.

Quantity	Description	Cost New	Present Value
6	Drills, bit stock, $\frac{1}{4}$ in	$ .60	$ .45
4	Drills, Prentiss, 7/16 in	1.08	.81
4	Drills, Prentiss, 9/32 in	.80	.60
4	Drills, Prentiss. 9/16 in	1.44	1.08
3	Brushes, whitewash	2.25	2.25
6	Handles, 6 ft. for white wash brushes	.90	.90
6	Brushes, 18 in. wash	2.40	2.40
100	Thermometers, 8 in	15.00	15.00
24	Handles, fork	6.00	6.00
23	Lbs. metal polish	11.50	11.50
24	Washers, window	6.00	6.00
78	No. 10 globes, inner arc	11.70	11.70
18	Brushes, 15 in. Scrub	7.20	7.20
31	Brushes, scrub	9.30	9.30
18	Handles, 5 ft. broom	.72	.72
5	Lbs. gage glass bubbers	3.75	3.75
108	Wicks, Rd	3.24	3.24
24	Oilers, small copperized	6.00	6.00
4	Lbs. fuse wire, 30 amp	1.00	1.00
4	Lbs. fuse wire, 20 amp	1.00	1.00
433	Pair brasses, motor bearing (8 lbs. pair)	692.80	692.80
18	Outer globes	5.40	5.40
36	Gauge glasses, $\frac{3}{4}$ in. x 18 in	3.75	3.75
34	Gauge glasses, 5/8 in x 15 in	5.60	5.60
72	Gauge glasses, $\frac{1}{2}$ in. x 12 in	3.90	3.90
21	Hatchets, No. 5 broad	15.75	15.75
520	Yards cheese cloth	15.60	15.60
15	Lbs. mop material	1.50	1.50
200	Tie rods, $\frac{3}{4}$ in. x 59 in	30.00	30.00
176	Tie rods, $\frac{3}{4}$ in. x 61 in	26.40	26.40
677	Lbs. rope, trolley	101.55	101.55
700	Carbons, $\frac{1}{2}$ in. x 12 in	17.50	17.50
21	Handles, mop	3.15	3.15
108	Wicks, $2\frac{3}{4}$ in	3.24	3.24
21	Gallons alcohol, denatured	6.30	6.30
125	Lbs. disinfectant, formaldehyde	12.50	12.50
1,108	Lbs. soap, green oil	22.16	22.16
6	Augers, $\frac{1}{4}$ in	.60	.60
3	Augers, $\frac{1}{2}$ in	.36	.36
6	Augers, 5/8 in	.90	.90
6	Augers, $\frac{3}{4}$ in	1.08	1.08
6	Augers, 7/8 in	1.20	1.20
6	Augers, 1 in	1.32	1.32
16	Brushes, No. 3 counter	4.00	4.00
8	Pair pliers, 8 in. side cutting	6.40	6.40
216	Gross snaps, chain	4.32	4.32
6	Adzes. 6 in. Finley	4.50	4.50
$140\frac{1}{2}$	Lbs. packing, 1/32 in. rainbow	35.13	35.13
148	Lbs. packing, 1/16 in. rainbow	27.00	37.00
$79\frac{1}{2}$	Lbs. packing, 1/8 in. rainbow	19.88	19.88
3	Gross screw eyes	1.50	1.50
6	Hack saw frames, 6 in	2.10	2.10
1	Wire gauge	1.50	1.50
5	Doz. chimneys, student lamp	3.00	3 00
800	Lbs. spikes, $\frac{3}{4}$ in. x 9 in. boat	16.00	16.00
27	Brooms, switch, rattan	13.50	13 50

ELSTON AVE. CAR HOUSE.

Quantity	Description	Cost New	Present Value
4	Locks, No. 8, 53½ Yale	$ 4.00	$ 4.00
21	Cleaners, sidewalk	5.25	5.25
24	Pails, fibre fire	3.60	3.60
4	Oil cans, 2 gallon	.80	.80
4	Oil cans, 5 gallon	1.80	1.80
1	Bung borer	.75	.75
1	Ratchet brace	1.50	1.50
8	Rivets and burrs, 5/8 in. No. 9 copper	2.40	2.40
7	Axes, pine tree	5.25	5.25
6	Saws, hand, 24 in	4.50	4.50
3	Gauges, oil	3.00	3.00
1	Lock, Yale, No. 8063	1.00	1.00
200	Lbs. asbestos paper, 1/8 in	8.50	8.50
100	Lbs. asbestos paper, 1/16 in	4.25	4.25
165	Sockets, wall, No. 50717	13.20	13.20
210	Fuses, 7 amp	16.80	16.80
230	Fuses, 25 amp	18.40	18.40
90	Fuses, 50 amp	10.80	10.80
80	Fuses, 25 amp	6.40	6.40
50	Fuses, 10 amp	4.00	4.00
50	Fuses, 4 amp	4.00	4.00
160	Fuses, 3 amp	12.80	12.80
109	Fuses, 2 amp	8.72	8.72
5	Monkey wrenches, 6 in	1.25	1.25
6	Monkey wrenches, 8 in	1.80	1.80
3	Monkey wrenches, 10 in	1.20	1.20
9	Monkey wrenches, 12 in	4.95	4.95
9	Monkey wrenches, 15 in	6.30	6.30
24	Cleaners, 14 in. window	6.00	6.00
233	Lbs. tape friction	58.25	58.25
11	Packages gold dust	1.65	1.65
84	Switches, Hart snap, No. 53½	37.80	37.80
350	Rolls paper, toilet	14.00	14.00
336	Lbs. oil lard	53.76	53.76
1	Scale, union	8.00	8.00
10	Lbs. salammoniac	.40	.40
9	Sprinklers, 20 qt	6.75	6.75
42	16-in fire shovels	31.50	31.50
18	Car washers	9.00	9.00
40	Comb, switch and cut-outs, 3 amp	40.00	40.00
36	Spike mauls, 10 lbs	25.20	25.20
6	Sledges, 8 lbs	4.80	4.80
6	Sledges, 14 lbs	8.40	8.40
50	Lbs. rosin	1.00	1.00
24	Glasses No. 1 Powell oil cup	1.20	1.20
31	Quires sand paper	3.10	3.10
57	Quires emery cloth	28.50	28.50
15	Doz. glass cutters	18.75	18.75
7	Hammers, No. 2, ball pein	4.20	4.20
15	Hammers, No. 3, ball pein	11.25	11.25
6	Screw drivers, 6 in	.90	.90
6	Screw drivers, 8 in	1.20	1.20
6	Screw drivers, 18 in	2.10	2.10
74	Scoop shovels, No. 8	55.50	55.50
35	Scoop shovels, No . 5	26.25	26.25
350	Yards canvas, 30 in., 6½ oz	87.50	87.50

ELSTON AVE. CAR HOUSE.

Quantity	Description	Cost New	Present Value
1	Wrench, Stillson, 24 in	$ 1.62	$ 1.62
1	Wrench, Trimo, 8 in	.55	.55
2	Chisels, 5 lbs., cold	1.50	1.50
9	Chisels, 3/8 lb., cold	1.80	1.80
104	Pails, 14 qt., galv	22.88	22.88
138	Sockets, E. B., No. 50,747	11.04	11.04
157	Sockets, E. B., No. 50,768	12.56	12.56
860	Lbs. waste wood	86.00	86.00
600	Lbs. waste, colored	42.00	42.00
144	Lbs. Rags	7.20	7.20
294	Brooms	88.20	88.20
24	Headlight burners	9.60	9.60
22	Brooms, 16 in., rattan	11.00	11.00
450	Plates, Brill, check	202.50	202.50
100	Contact fingers (K-2 controller)	6.00	6.00
100	Contact fingers (K-10)	6.00	6.00
110	Field insulators (canvas)	11.00	11.00
70	Gear cases	420.00	420.00
350	Hose, 1½ in., sand	84.00	84.00
20	Lbs. candles	2.20	2.20
500	Ft. lacing belt composition	3.00	3.00
188	Lbs. lead, pig	9.40	9.40
1	1,000 lbs. scale, Fairbanks	20.00	18.00
1	Truck, warehouse, 2-wheel	3.50	2.50
104	Pcs. glass, 32 in. x 36 in	79.04	79.04
62	Pcs. glass, 32 in. x 34 in	46.50	46.50
115	Pcs. glass, 32 in. x 32 in	81.65	81.65
64	Pcs. glass, 30 in. x 30 in	39.68	39.68
80	Pcs. glass, 28 in. x 32 in	49.60	49.60
144	Pcs. glass, 28 in. x 30 in	79.20	79.20
153	Pcs. glass, 28 in. x 28 in	79.56	79.56
117	Pcs. glass, 26 in. x 38 in	78.39	78.39
118	Pcs. glass, 26 in. x 36 in	77.88	77.88
108	Pcs. glass, 26 in. x 32 in	56.16	56.16
3	Pcs. glass, 25 in. x 28 in	1.17	1.17
64	Pcs. glass, 24 in. x 38 in	35.20	35.20
189	Pcs. glass, 24 in. x 36 in	98.28	98.28
68	Pcs. glass, 24 in. x 34 in	37.54	37.40
100	Pcs. glass, 24 in. x 32 in	47.00	47.00
251	Pcs. glass, 24 in. x 30 in	112.95	112.95
240	Pcs. glass, 24 in. x 26 in	93.60	93.60
180	Pcs. glass, 22 in. x 36 in	81.00	81.00
165	Pcs. glass, 22 in. x 34 in	67.65	67.65
150	Pcs. glass, 22 in. x 32 in	60.00	60.00
229	Pcs. glass, 22 in. x 30 in	84.73	84.73
120	Pcs. glass, 22 in. x 28 in	39.60	39.60
120	Pcs. glass, 22 in. x 26 in	36.00	36.00
90	Pcs. glass, 20 in. x 36 in	36.90	36.90
180	Pcs. glass, 20 in. x 28 in	55.80	55.80
115	Pcs. glass, 18 in. x 36 in	42.55	42.55
120	Pcs. glass, 18 in. x 34 in	40.80	40.80
224	Pcs. glass, 14 in. x 36 in	62.72	62.72
378	Pcs. glass, 12 in. x 36 in	86.94	86.94
234	Pcs. glass, 12 in. x 34 in	53.82	53.82
120	Pcs. glass, 10 in. x 36 in	24.00	24.00
360	Pcs. glass, 10 in. x 32 in	64.80	64.80

ELSTON AVE. CAR HOUSE.

Quantity	Description	Cost New	Present Value
	Furniture.		
1	5-ft. step ladder	$ 2.00	$ 1.50
2	42-in. desks, roll top	40.00	20.00
1	48-in. desk, oak high,	15.00	8.00
1	48-in. desk, flat top	15.00	8.00
4	Chairs, swivel	8.00	4.00
4	Chairs, common	4.00	2.00
2	Benches	3.00	1.50
1	Clothes locker	4.00	2.00
1	Chest drawer	10.00	6.0
1	Glass rack	5.00	5.00
2	Clocks, Howard Electric	20.00	10.00
1	Safe	75.00	50.00
	Total	$25,879.95	$19,858.57
	Depreciation	6,021.38	
	Total present value	$19,858.57	

CHICAGO ELECTRIC TRANSIT CO.

GRACELAND CAR HOUSE.

Irving Park and Southport Aves.

Tools, Supplies and Furniture.

SUMMARY.

Cost new	$6,385.27
Depreciation	1,438.34
Total present value	$4,946.93

GRACELAND CAR HOUSE.

Quantity	Description	Cost New	Present Value
	Hammers:		
4	8-lb. sledges	$ 3.20	$ 2.40
5	1½ in. ball pein	2.50	1.88
2	Spike mauls	1.40	1.40
3	Cold cutters	1.95	1.46
3	Tack	.75	.56
	Chisels:		
12	Cold	3.00	2.25
24	Cold, 1/8 in. flat	6.00	4.75
1	Cold, large, weight 9 lbs	.70	.52
1	Wood, ¾ in	1.20	.90
1	Wood, 1 in	.75	.56
	Drills:		
1	Twist, ¼ in	.18	.14
1	Twist, 7/8 in	.75	.56
	Wrenches:		
1	Open end, ½ in	.15	.10
1	Open end, ¾ in	.20	.13
1	Open end, 1 in	.35	.23
1	Open end, 1-1/8 in	.60	.45
2	S, ½ in. x 5/8 in	.80	.60
5	S, 5/8 in. x ¾ in	2.25	1.74
2	S, 7/8 in. x 1 in	1.00	.75
1	S, ¾ in. x 7/8 in	.50	.38
1	Socket, square head, 3/8 in	.40	.30
1	Socket, square head, ½ in	.50	.38
1	Socket, square head, 5/8 in	.60	.45
1	Socket, hex. head, 3/8 in	.45	.33
2	Socket, hex. head, ½ in	.60	.45
2	Socket, hex. head, 5/8 in	1.20	.90
2	Socket, hex. head, 7/8 in	1.40	1.05
1	Box, hex. head, ¾ in	.50	.38
1	Box, hex, head, 7/8 in	.60	.45
1	Monkey, 14 in	.70	.40
1	Monkey, 12 in	.55	.30
1	Monkey, 10 in	.40	.20
1	Alligator No. 4	1.00	.35
1	Stillson, 24 in	1.62	.81
	Jacks:		
6	Barrett, 10 ton	6.00	4.00
2	Joyce & Gridland, No. 10	36.00	24.00
1	Joyce No. 4	13.00	9.00
	Jacks:		
4	Small size	32.00	21.33
1	Stone	10.00	8.00
	Chain Blocks:		
2	Triplex, 1 ton	30.00	22.50
1	Differential, 1000 lbs	8.40	6.30

GRACELAND CAR HOUSE.

Quantity	Description	Cost New	Present Value
	Miscellaneous:		
1	Brace ratchet, carpenters'	$ 1.50	$ 1.25
1	Bit, carpenter's, $\frac{1}{2}$ in.	.50	.50
1	Bit, carpenter's, $\frac{3}{4}$ in.	.60	.60
1	Bung, augur, $\frac{1}{2}$ in	.75	.75
1	Plane, wood, 14 in. x 3 in.	1.25	1.00
1	Saw, carpenter hand	1.25	.90
1	Saw, hack, 12 in.	.35	.30
1	Draw knife	.75	.55
1	Plier, 8 in.	1.00	.75
1	File, flat bastard, 15 in.	.35	.20
2	Files, flat, 15 in.	.70	.50
2	Screw drivers, 24 in.	.50	.35
1	Blow torch, gasoline	2.50	1.75
1	Soldering iron	.75	.60
1	Caliper, female, 8 in.	.25	.20
1	Glass cutter	.20	.15
1	Crane jib, 1 in. x 4 in. iron, 8 ft. long	15.00	12.50
1	Drill, machinist's post, 12 in. Handy, altered and motor driven	10.00	7.50
1	Grind stone, 4 in. face, worn down to 18 in. dia.	6.00	2.50
1	Vise, machinist's, 6 in., poor	5.00	2.00
1	Come along	.25	.10
4	Crow bars, 1 in. x 4 ft.	3.00	2.25
3	Shovels, scoop, large size	2.10	2.10
6	Shovels, scoop, medium	3.60	3.60
1	Pick	.60	.45
10	Brooms, house-worn	3.30	1.00
24	Brooms, (new)	7.92	7.92
1	Broom, stable	.50	.25
1	Brush, bench, good	.25	.20
5	Brushes, window, good	2.00	1.50
	Machine Bolts:		
325	$\frac{3}{4}$ in. x 2 in.	6.66	6.66
450	$\frac{3}{4}$ in. x $2\frac{1}{2}$ in.	9.90	9.90
150	$3\frac{1}{4}$ in. x 3 in.	3.52	3.52
300	$\frac{3}{4}$ in. x $3\frac{1}{2}$ in.	7.35	7.35
120	$\frac{3}{4}$ in. x 4 in.	3.12	3.12
170	$\frac{3}{4}$ in. x $4\frac{1}{2}$ in.	4.68	4.68
125	$\frac{3}{4}$ in. x 5 in.	3.62	3.62
100	7/8 in. x $3\frac{1}{2}$ in.	3.59	3.59
175	7/8 in. x 4 in.	6.65	6.65
70	7/8 in. x 5 in.	2.90	2.90
110	7/8 in. x 6 in.	4.98	4.98
	Stove Bolts:		
100	1/4 in. x $1\frac{1}{2}$ in.	.23	.23
100	1/4 in. x 2 in.	.24	.24
80	3/16 in. x $\frac{1}{2}$ in. round head.	.10	.10
20	3/16 in. x 1 in. round head.	.03	.03
12	3/16 x $1\frac{1}{2}$ in. round head.	.02	.02
80	3/16 in. x 2 in. round head.	.14	.14
40	3/16 in. x $2\frac{1}{2}$ in. round head.	.08	.08
50	$\frac{1}{4}$ in. x $1\frac{1}{2}$ in. round head.	.12	.12

GRACELAND CAR HOUSE.

Quantity	Description	Cost New	Present Value.
30	V. Bolts, Spl. ½ in. x 3½ in. x 3½ in.	$ 3.00	$ 3.00
600	Lbs. nuts, lock, 1 in. to 3/8 in.	24.00	24.00
300	Lbs. nuts, hex. 1 in	10.50	10.50
60	Lbs. nuts, hex. 1 in. rough	.50	.50
18	Lbs. nuts, Sq. 1 in. rough	.15	.15
30	Lbs. washers, C. I. 3½ O. D.	.90	.90
20	Lbs. washers, W. O. 3½ in. O. D. split	.80	.80
40	Lbs. washers, Cut 1¼ in.	1.60	1.60
50	Lbs. washers, cut ¾ in.	2.00	2.00
200	Lbs. washers, cut 5/8 in.	8.00	8.00
50	Lbs. washers, cut ½ in.	2.00	2.00
140	Lbs. washers, lock, ½ in.	5.60	5.60
20	Lbs. washers, cut ¼ in.	.80	.80
	Carriage Bolts:		
40	5/16 in. x 2 in.	.10	.10
100	5/16 in. x 2½ in.	.28	.28
90	5/16 in. x 4 in.	.31	.31
65	3/8 in. x 2 in.	.23	.23
100	3/8 in. x 2½ in.	.38	.38
50	3/8 in. x 4½ in.	.25	.25
100	7/16 in. x 2½ in.	.51	.51
250	½ in. x 2 in.	1.50	1.50
50	½ in. x 4½ in.	.39	.39
200	½ in. x 9 in.	2.34	2.34
	Fish Plate:		
1	Keg (200 lbs.), ¾ in. x 3 in.	4.50	4.50
1	Keg (200 lbs.), ¾ in. x 3 ½ in.	4.50	4.50
	Machine Bolts:		
75	3/8 in. x 2½ in.	.54	.54
12	3/8 in. x 5 in.	.11	.11
100	½ in. x 1 in.	.97	.97
70	½ in. x 1½ in.	.68	.68
225	½ in. x 2 in.	2.34	2.34
125	½ in. x 2½ in.	1.38	1.38
90	½ in. x 3 in.	1.06	1.06
75	½ in. x 3½ in.	.94	.94
18	5/8 in. x 1½ in.	.25	.25
130	5/8 in. x 2 in.	1.95	1.95
100	5/8 in. x 3 in.	1.71	1.71
100	5/8 in. x 3½ in.	1.81	1.81
120	5/8 in. x 4 in.	2.30	2.30
100	5/8 in. x 4½ in.	2.00	2.00
25	5/8 in. x 9 in.	.74	.74
100	5/8 in. x 10 in.	3.14	3.14
	Screws:		
	Flat Head, Bright:		
½	Gross, No. 8, ¼ in.	.06	.06
1½	Gross No. 8, ½ in.	.16	.16
2	Gross No. 8, ¾ in.	.24	.24
½	Gross No. 8, 1 in.	.07	.07
1	Gross No. 8, 1½ in.	.16	.16

GRACELAND CAR HOUSE.

Quantity	Description	Cost New	Present Value
2½	Gross No. 10, 1 in	$ .38	$ .38
4-1/3	Gross No. 10, 1½ in	.74	.74
3	Gross No. 10, 2 in	.66	.66
1¼	Gross No. 12, 1 in	.24	.24
2	Gross No. 12, 1½ in	.42	.42
4	Gross No. 12, 2 in	.92	.92
½	Gross No. 14, 1½ in	.13	.13
½	Gross No. 14, 2 in	.14	.14
	Round Head, Blued:		
2/3	Gross No. 8, 1 in	.10	.10
1-2/3	Gross No. 8, 1½ in	.30	.30
3-1/3	Gross No. 10, 1½ in	.07	.07
1/3	Gross No. 10, 2 in	.08	.08
2½	Gross No. 12, 1 in	.50	.50
1/3	Gross No. 12, 1½ in	.08	.08
2/3	Gross No. 14, 1 in	.18	.18
60	Lag, ½ in. x 2 in	.62	.62
30	Lag, ½ in. x 3 in	.36	.36
100	Machine, No. 14, 1 in	.50	.50
50	Machine, No. 14, 1½ in	.40	.40
50	Set, 5/16 x 3/8 in	.23	.23
24	Binding, ¼ in. x ¾ in., hex. head	.24	.24
	General Supplies.		
1	Bellows, hand, 12 in	.60	.45
40	Ft. belt canvas, 1 in	1.20	1.20
1	Can, galvd. waste compartment, 24 in. x 26 in. x 42 in., 22 gauge	4.00	3.00
4	Cans, galvd., oil, 5 gal	1.80	1.80
6	Cans, galvd., oil, 2 gal	1.50	.95
32	Ft. chains, 5/8 in., wt. 130	4.23	4.23
50	Ft. chains, ½ in., wt. 130	4.23	4.23
100	Ft. chains, ¼ in., wt. 75	2.62	2.62
1	Box chain jack, No. 12	1.00	1.00
120	Ft. chains, belt link, 3 in., heavy	42.00	21.00
3	Tons coal, nut	24.00	24.00
1	Extinguisher, fire, Miller No. 8	1.50	1.50
1	Funnel, tin, 6 in	.07	.07
1	Funnel, tin, 4 in	.05	.05
2¾	Bbls. grease, cup	88.00	88.00
12	Ft. hose, rubber, water, 1½ in	2.88	2.88
100	Ft. hose, rubber, water, ¾ in	10.00	10.00
1	Horse, iron, 100 lbs	5.00	4.00
1	Horse, wood, 5 in. x 7 in., 10 ft. long	2.50	2.00
1	Ladder, wood, 12 ft. (fair)	1.20	.75
1	Ladder, wood, 10 ft. (good)	1.00	.85
1	Ladder, wood, 7 ft. (fair)	.75	.50
1	Ladder, wood, step, 4 ft. (fair)	.75	.50
6	Lanterns	3.60	1.80
1	Lantern globe	.10	.10
1	Magneto	10.00	8.00
100	Lbs. nails, 50d	2.15	2.15
50	Lbs. nails, 8d	1.08	1.08
200	Lbs. nails, mixed	4.30	4.30

GRACELAND CAR HOUSE.

Quantity.	Description.	Cost, New.	Present Value.
80	Gals. oil, black	$ 6.40	$ 6.40
17	Pails, galvd., 14-quart	3.72	1.86
17	Pails, fibre, fire	2.55	1.91
100	Sand paper sheets	.50	.50
125	Badges, conductor's and motorman's	25.00	18.50
4	Bells, conductor's signal	1.40	1.40
25	Brackets, bell hammer castings	2.50	2.50
100	Brackets, hand rail castings	10.00	10.00
4	Brake handles and shaft, complete	10.00	10.00
200	Cord, leather, bell	4.00	4.00
25	Castings, C. I. 20 lbs. each	18.75	18.75
100	Pounds cotter pins	3.00	3.00
36	Fenders (new)	288.00	288.00
1	Fender (old)	8.00	4.00
	Glass, Window Panes.		
1	32 in. x 32 in	.71	.71
44	28 in. x 30 in	24.20	24.20
112	20 in. x 36 in	45.92	45.92
36	18 in. x 30 in	10.80	10.80
8	16 in. x 18 in	1.12	1.12
13	14 in. x 36 in	3.64	3.64
8	Gongs, motorman's (old)	6.00	3.00
125	Hammers, bell	31.25	31.25
100	Hangers, fender	32.00	32.00
100	Hangers, strap leather	12.00	12.00
42	Headlights, oil	252.00	126.00
1	Headlight, electric	8.00	3.50
200	Headlight globes	10.00	10.00
21	Headlight glasses, 12 in. dia	3.15	3.15
100	Hooks, S fender	1.00	1.00
10	Hooks, door, cast	.20	.20
82	Pulleys, bell cord, single br	9.84	9.84
40	Pulleys, bell cord, double br	6.80	6.80
47	Pulleys, door hangers, single	18.80	18.80
46	Registers, conductor's, fare	598.00	299.00
38	Registers, conductor's, fare backs	57.00	25.50
3	Ratchets, brake	.45	.45
2	Cu. yds. sand, track	3.00	3.00
17	Signs, short iron, car, 12 in. x 18 in.	6.80	3.40
21	Snaps, halter	.42	.42
125	Springs, fender	12.50	12.50
6	Valves, sand	6.00	6.00
2	Windows, car, complete	3.50	3.50
2	Windows, car, ventilator, complete	2.00	2.00
6	Window sashes, car	3.00	3.00
2	Window sashes, car, ventilator	1.00	1.00
3	Rollers, car door, brass	1.50	1.50
50	Bearings, journal, brass	80.00	80.00
75	Run numbers	4.50	3.50
	General Truck Supplies.		
3	Brake beams, 70 lbs. each	9.00	9.00
5	Brake equalizer rods, 70 lbs. each	15.00	15.00
2	Brake rods, 50 lbs. each	5.00	5.00

GRACELAND CAR HOUSE

Quantity	Description	Cost New	Present Value
495	Brake shoes, 20 lbs. each	$ 297.00	$ 297.00
70	Brasses, car journal	56.00	56.00
36	Castings, motor journal, 100 lbs. each	108.00	108.00
800	Lbs. castings, miscellaneous	24.00	24.00
120	Ft. chain, 3/8 in.	6.00	6.00
3	Collars, C. I. split, 15 lbs. each	2.25	2.25
176	Covers, journal box, C. I.	7.04	7.04
22	Draw bars, short	11.00	11.00
4	Draw bars, long	10.00	10.00
6	Draw bar connectors, 100 lbs. each	24.00	24.00
10	Gear covers, motor	60.00	36.00
60	Hooks for running board, 7/8 in. x 6 in.	9.00	9.00
12	Hooks, 1 in. x 6 in.	1.80	1.80
25	Hooks, 1¼ in. x ¼ in. x 12 in. W. I.	2.50	2.50
20	Hooks, 7/8 in. x 9 in.	4.00	4.00
85	Lbs. keys, brake shoe	5.10	5.10
30	Links, coupling	12.00	12.00
9	Motor support cross bars, 70 lbs. each	25.20	25.20
5	Motor support angles, 10 lbs. each	2.50	2.50
50	Pins, ½ in. x 2½ in.	2.00	2.00
35	Pins, 7/8 in. x 7½ in.	3.50	3.50
50	Pins, 7/8 in. x 6 in.	5.00	5.00
75	Lbs. Pins, coupling	3.00	3.00
40	Plates, sheared, punched and bent, ¼ in. x 6 in. x 14 in.	3.20	3.20
7	Springs, elliptical, 24 in. long	31.50	31.50
10	Springs, semi-elliptical, ¼ in. x 3 in. 5 leaves, 30 in. long	35.00	35.00
9	Springs, semi-elliptical, ¼ in. x 3½ in., 4 leaves 32 in. long	36.00	36.00
9	Half lengths as above	24.75	24.75
210	Springs, helical, 4¾ in. x 6 in., 6 turns, 5/8 in. rd.	157.50	125.00
24	Springs, helical, 3½ in. x 5 in., 5 turns, 5/8 in. rd.	18.00	18.00
2	Springs, helical, 2½ in. x 5 in., 8 turns, ½ in. rd.	1.50	1.50
30	Springs, helical, small	1.50	1.50
36	U bends, 18 in. x ¼ in. x 2 in.	5.40	5.40
4	Pair wheels, gears, axles (new)	120.00	120.00
1	Pair wheels, gears, axles (old)	30.00	15.00
4	Wheel guards	3.00	1.50
825	Lbs. wrought iron parts, miscellaneous	57.75	57.75
	Track Supplies and Repairs.		
36	Broom, sections for car sweeper	72.00	72.00
10	Fish plates, 6 bolt	5.00	2.50
	Miscellaneous.		
1	Motor, G. E. 800 (old)	200.00	50.00
20	Pipe, 4 in. C. I.	7.20	7.20
	Motor and Electric Supplies and Repair Parts.		
4	Armatures, G. E. 800 (good)	600.00	400.00
19	Arresters, lightning	66.50	66.50
12	Brush holders, motor 12	9.00	9.00
850	Brushes, carbon motor, 2½ in. x 2½ in. x ½ in.	25.50	25.50
4	Circuit breakers, automatic, M. R. 4-6	100.00	80.00
7	Circuit breakers, non-automatic	56.00	56.00

GRACELAND CAR HOUSE

Quantity	Description	Cost New	Present Value
20	Coils, field, G. E. 800	$ 400.00	$ 400.00
6	Connectors, 2 A	.30	.30
3	Controllers, motor	330.00	165.00
7	Controller shafts	175.00	125.00
60	Fuses, No Arc 25 Amp. 600 V	4.80	4.80
80	Fuses, No Arc 15 Amp. 600 V	6.40	6.40
53	Fuses, No Arc 15 Amp. 500 V	4.24	4.24
20	Fuses, No Arc 3 Amp. 500 V	1.60	1.60
4	Fuses, No Arc 2 Amp. 500 V	.32	.32
100	Fingers, contact controller	6.00	6.00
25	Handles, controller	31.25	23.25
7	Handles, reversing switch	5.25	3.25
72	Insulators, wood wall	.48	.48
150	Insulators, fibre washer, 3½ in. x 1/16 in.	4.50	4.50
50	Insulators, field coil	5.00	5.00
27	Insulators, porcelain (car heater flat)	1.35	1.35
75	Journal bearings, motor, babbited, 6 in. x 2-7/16 in.	53.20	53.20
10	Journal bearings, motor, babbited, solid, 5 in. x 2-7/16 in.	14.00	14.00
350	Lamps, incandescent, 16 C. P. 120 V	63.00	63.00
12	Lamps, receptacles	1.20	1.20
30	Poles, trolley, with wheels (new)	105.00	105.00
1	Pole, trolley (old)	3.50	1.00
27	Porcelain cylinders (car heater)	6.75	6.75
50	Plates, check "Brill"	27.50	27.50
4	Resistances, rheostat, G. E. 800	40.00	40.00
500	Ft. rope, trolley, 3/8 in	5.00	5.00
25	Sockets, brass, keyless	2.00	2.00
75	Sockets, keyless, G. E	6.00	6.00
1	Trolley base	18.00	18.00
8	Switches, cut out, 3 amp	8.00	8.00
12	Switches, hart, snap, 3 amp	6.48	6.48
20	Switches, hart, snap, 5 amp. 3 way	13.20	13.20
8	Switches, reversing	80.00	50.00
13	Wheels, trolley (new)	5.85	5.85
100	Ft. wire, single conductor rubber, covered No. 14	.80	.80
44	Lbs. coiled wire for heaters	5.28	5.28
6	Lbs. insulators, rubber field	5.40	5.40
7	Yokes, brush holder	7.00	7.00
	General Supplies.		
8	Pipe, stove, 5 in., 3 lengths	2.00	2.00
15	Lbs. plaster of Paris	1.50	1.50
1	Poker, furnace, 25 lbs	1.00	.75
1	Tank, galvanized, 30. in. x 36 in.	3.00	2.25
2	Torches, ½ pint	.50	.38
1	Torch, 1 pint	.35	.27
2	Thermometers	.50	.35
18	Turnbuckles, 1-1/8 in.	8.10	8.10
1	Wash nasin, galvanized	.18	.15
50	Lbs. waste (car bearing)	6.00	6.00
1	Spring oiler, 1 pint	.50	.40
360	B. M. lumber, oak, 1½ in. x 6 in.	9.00	9.00
1	Washer, window, rubber	.25	.20

GRACELAND CAR HOUSE.

Quantity	Description	Cost New	Present Value
	Junk.		
50	Lbs. copper scrap	$ 5.50	$ 5.50
200	Lbs. brass scrap	16.00	16.00
3000	Lbs. cast iron	16.50	16.50
150	Lbs. wrought iron	.90	.90
12	Barrels, empty	9.00	9.00
	Furniture.		
4	Chairs	4.00	2.50
1	Safe	150.00	100.00
1	Desk	4.00	2.00
	Total	$6,385.27	$4,946.93
	Depreciation	1,438.34	
	Total present value	$4,946.93	

CHICAGO & NORTH SHORE STREET RY. CO.

DEVON AVENUE CAR HOUSE.

Clark Street North of Devon.

Miscellaneous Supplies.

Quantity	Description	Cost New	Present Value
37	Registers, cash, Meaker	$ 481.00	$ 240.50
75	Run numbers	4.50	3.00
100	Badges	20.00	10.00
640	30 Ft. rails, Johnson, 7-3/16 in., 85 lbs	2,992.00	2,992.00
		$3,497.50	$3,245.50

Total cost, new	$3,497.50
Depreciation	252.00
Total present value	$3,245.50

CHICAGO & NORTH SHORE STREET RY. CO.

LIMITS CAR HOUSE.

Clark Street & Dewey Court.

Tools, Supplies, etc.

Quantity	Description		Cost New	Present Value
	Wrought Iron Bars.	Lbs.		
12 Bars, flat, $1\frac{1}{4}$ in. square, 14 ft. long		892		
5 Bars, flat, 7 x 4 in., 14 ft. long		952		
4 Bars, flat, 1 in. square, 14 ft. long		190		
5 Bars, flat, 7/8 x 3 in., 14 ft. long		625		
10 Bars, flat, $\frac{3}{4}$ x 5 in., 14 ft. long		1,785		
12 Bars, flat, $\frac{3}{4}$ x 4 in., 14 ft. long		1,714		
4 Bars, flat, $\frac{3}{4}$ x $3\frac{1}{2}$ in., 14 ft. long		500		
9 Bars, flat, $\frac{3}{4}$ x 3 in., 16 ft. long		1,102		
18 Bars, flat, $\frac{3}{4}$ x 2 in., 14 ft. long		1,285		
5 Bars, flat, $\frac{3}{4}$ in. square, 14 ft. long		135		
6 Bars, flat, 5/8 x $3\frac{1}{2}$ in., 14 ft. long		625		
7 Bars, flat, 5/8 x 3 in., 14 ft. long		625		
10 Bars, flat, $\frac{1}{2}$ x 3 in., 14 ft. long		704		
26 Bars, flat, $\frac{1}{2}$ x 2 in., 14 ft. long		1,238		
5 Bars, flat, $\frac{1}{2}$ x $1\frac{1}{2}$ in., 14 ft. long		187		
2 Bars, flat, $\frac{1}{2}$ in. square, 14 ft. long		24		
21 Bars, flat, 3/8 x 2 in., 14 ft. long		750		
6 Bars, flat, $\frac{1}{4}$ x $4\frac{1}{2}$ in., 14 ft. long		322		
9 Bars, flat, $\frac{1}{4}$ x 4 in., 14 ft. long		422		
10 Bars, flat, $\frac{1}{4}$ x $1\frac{1}{4}$ in., 14 ft. long		148		
10 Bars, round, $1\frac{1}{2}$ in. x 16 ft		960		
5 Bars, round, 1–3/8 in. x 14 ft		352		
14 Bars, round, $1\frac{1}{4}$ x 14 ft		817		
1 Bar, round, 1 in. x 14 ft		38		
24 Bars, round, $\frac{3}{4}$ in. x 14 ft		504		
20 Bars, round, $\frac{1}{2}$ x 12 ft		161		
640 Lbs. 5/16 in., round		640		
		17,697		
17,697 Lbs. wrought iron bars at .01$\frac{3}{4}$c			$ 309.70	$ 309.70
400 Lbs. rivets			10.00	10.00
400 Lbs. 1 in. square nuts tapped			14.00	14.00
	Miscellaneous.			
5000 Lbs. wire, copper, cotton covered			800.00	800.00
1 Barrel armalac, 53 gallons			66.25	66.25
Lot, Laminations and rheostat frames			150.00	100.00
63 Pairs bushings			100.80	100.80
25 Coils, field			500.00	500.00
11 Sets coils, armature			198.00	198.00
3 Armatures			450.00	300.00
Taps and insulating materials			20.00	20.00
Total			$2,618.75	$2,418.75
Total Cost, New		$2,618.75		
Depreciation		200.00		
Total, Present Value		$2,418.75		

CICERO & PROVISO CAR HOUSE

Tools, Supplies and Furniture

Cost	$9,829.89
Depreciation	3,089.70
Present Value	$6,740.19

General Material

Quantity	Description	Cost New	Present Value
2	Bolsters for Stanley motor	$ 8.00	$ 7.00
40	Hangers, draw bar	12.00	12.00
4	Levers, Brill brake	5.00	2.50
11	Beams, Brill brake	50.00	38.00
8	Equalizers, brake beam	28.00	20.00
1	Bar, arch	5.00	4.00
4	Bars, motor support	13.00	10.00
23	Bars, draw	75.00	60.00
40	Hangers, draw bar	12.00	10.00
20	Rods, Stanley motor brake	50.00	35.00
35	Rods, long	32.00	25.00
22	Rods, short	25.00	20.00
125	Pins, brake hanger	12.00	10.00
50	Pins, draw	10.00	8.00
50	Pins, fender	5.00	5.00
6	Staffs, brake	12.00	7.50
5	Fenders, U. T. Co.	35.00	32.00
7	Fenders, St. Louis Car Co.	51.00	51.00
8	Fenders, U. T. Co.	63.00	15.00
45	Headlights, U. S. Hd. Lt. Co.	270.00	135.00
9	Headlights	45.00	20.00
13	Carriers, fender	2.50	2.50
100	Hangers, Brill brake beam	60.00	50.00
20	Hangers, No. 401 brake beam	8.00	4.00
40	Hangers, truck fender	8.00	7.00
30	Irons, corner	15.00	13.00
20	Castings, sand	3.00	3.00
15	Hammers, gong	.50	.50
28	Heads, shoe	7.00	6.00
40	Chains, 5/8 in., 30 in. long	15.00	8.00
3	Chains, 5/8 in., 25 ft. long	10.00	6.00
4	Chains, 5/8 in., 10 ft. long	5.50	4.00
50	Pins, sign	1.50	1.50
50	Holders, base numbers	1.50	1.50
40	Springs, full elliptical, 24 in.	160.00	120.00
14	Springs, ¾ elliptical, 24 in.	42.00	30.00
20	Springs, ½ elliptical, 24 in.	20.00	15.00
100	Springs, coil	75.00	60.00
40	Springs, release	8.00	8.00
3	Collars, axle	2.50	2.50
6	Collars, Brill truck	6.00	6.00
3	Valves, Nat. Elect. Eng.	12.00	10.00
1	Drier, sand	25.00	25.00
2	Lifters, armature	3.50	3.00
14	Castings, step	14.00	14.00
4	Gongs, 12 in.	2.25	2.25
8	Bearings, bottom side	3.00	3.00
6	Bearings, top side	2.50	2.50
6	Bells, signal complete	3.75	3.75
40	Snaps, bell cord	4.00	4.00
5	Racks, Meaker registers	7.50	7.50
107	Registers, Meaker, cash	1,391.00	700.00
250	Ft. belt, register	15.00	15.00
40	Lbs. rope, trolley	6.00	6.00
22	Boards, truck fender	11.00	11.00
18	Boards, step	5.00	5.00
6	Curtains, car window	6.00	6.00

General Material.

Quantity	Description	Cost New	Present Value
2	Bellows	$ 2.00	$ 1.00
6	Quires paper, sand	.60	.60
75	Straps, leather hanger	15.00	15.00
45	Brooms, car sweeper	90.00	60.00
22	Brooms, car switch	11.00	11.00
15	Ft. Hose, 1½″ sand	3.60	3.60
50	Ft. hose, 1″ garden	4.00	2.00
11	Globes, lantern	1.10	1.10
200	Rolls paper, toilet	8.00	8.00
3	Extinguishers, Miller fire	20.00	15.00
5	Sash, car	5.00	5.00
30	Frames, car window	12.00	4.00
30	Ft. pipe 3″ W. I	8.00	8.00

Bolts, Screws, etc.

20	Bolts, machine, 1″ x 21″	2.80	2.80
50	Bolts, machine, 1″ x 12″	3.80	3.80
50	Bolts, machine, 1″ x 3″	2.00	2.00
150	Bolts, machine, ¾″ x 4″	3.90	3.90
200	Bolts, machine, ¾″ x 3″	4.70	4.70
100	Bolts, machine, ¾″ x 2″	2.00	2.00
150	Bolts, machine, ⅝″ x 10″	5.80	5.80
250	Bolts, machine, ⅝″ x 6″	5.80	5.80
200	Bolts, machine, ⅝″ x 5″	4.25	4.25
100	Bolts, machine, ⅝″ x 4″	1.92	1.92
200	Bolts, machine, ⅝″ x 4½″	4.00	4.00
200	Bolts, machine, ½″ x 3½″	2.50	2.50
50	Bolts, machine, ½″ x 1½″	.49	.49
100	Bolts, machine, ⅜″ x 3″	.80	.80
200	Bolts, machine, ¼″ x 3″	1.10	1.10
100	Bolts, machine, ¼″ x 2½″	.50	.50
80	Lbs. nuts	2.40	2.40
20	Pkgs. bolts, stove, screws, etc	15.00	15.00
1000	Washers, lock, 3″	6.80	6.80
500	Washers, lock, 1″	4.50	4.50
1000	Washers, lock, ⅞″	7.50	7.50
1000	Washers, lock, ½″	4.50	4.50
1500	Cotters, spring assorted	9.00	9.00
8	Pcs. glass, 32″ x 34″ double	6.00	6.00
14	Pcs. glass, 26″ x 32″ double	7.00	7.00
16	Pcs. glass, 24″ x 34″ double	8.30	8.30
30	Pcs. glass, 20″ x 28″ double	9.00	9.00
25	Pcs. glass, 12″ x 28″ double	4.75	4.75
4	Ton iron scrap	50.00	50.00
300	Lbs. copper scrap	35.00	35.00
3	Trucks, Stanley No. 402 geared	90.00	90.00
2	Trucks, Stanley No. 401 geared (old)	60.00	20.00
4	Trucks, Idler (2 old)	84.00	55.00
2	Scrapers, snow	6.00	4.00
7	Bars, hook	5.00	4.00
16	Pans, gear		
75	Signs, metal	30.00	25.00
90	Signs, wood	20.00	15.00

Electrical Apparatus and Supplies.

Quantity	Description	Cost New	Present Value
10	Armatures, G. E. 800 (4 at shop)	$1,500.00	$1,000.00
5	Armatures, Stanley 402	750.00	500.00
3	Armatures, Stanley 401	450.00	300.00
75	Brush holders, G. E. 800	60.00	60.00
20	Brush yoke G. E. 800	50.00	50.00
25	Brush holders, Stanley 401–402	36.00	36.00
15	Brush yoke, Stanley 401–402	45.00	45.00
2	Covers for G. E. 800 motors	3.00	3.00
8	Covers for Stanley motors	2.50	2.50
3	Controllers K–K2-K10	330.00	150.00
200	Controller contact fingers	18.00	18.00
6	Rolls, speed K10	150.00	65.00
6	Rolls, speed K2	150.00	65.00
5	Rolls, speed K	125.00	50.00
100	Spring controller ratchets	3.00	3.00
2	Rolls reversers K10	20.00	10.00
8	Coils, field, 401 Stanley	150.00	150.00
4	Coils, field, 402 Stanley	77.00	77.00
8	Coils, field (old)	150.00	50.00
6	Coils, field, G. E. 800 (new)	130.00	130.00
500	Carbons, G. E. 800	12.00	12.00
500	Carbons, Stanley 401	12.00	12.00
250	Carbons, Stanley 402	6.00	6.00
2	Coils, magnetic K	14.00	10.00
3	Coils, magnetic K10	21.00	15.00
16	Breaker circuit	128.00	100.00
3	Breaker circuit G. E. 800 (elect)	75.00	60.00
75	Fuses, 7 amp	6.00	6.00
50	Fuses, 25 amp	4.00	4.00
5	Fuse box	15.00	10.00
30	Arresters, lightning	105.00	60.00
2	Rheostat panel 106 1 Rheostat panel 104 2 Rheostat panel K2 2 Rheotat panel K 1 Rheostat panel 112 1 Rheostat panel 102	100.00	75.00
8	Boxes, journal, for Stanley motor	8.00	8.00
8	Boxes, journal, for Brill truck	8.00	8.00
83	Journals, end, G. E. 800	132.80	132.80
175	Journals, half, G. E. 800	225.00	225.00
36	Journals, half, brass	25.00	25.00
25	Plates, check brass, for Stanley motor	4.00	4.00
14	Poles, trolley, 12 ft. (new)	45.00	45.00
12	Poles, trolley, 12 ft. (old)	42.00	20.00
30	Wheels, trolley	15.00	15.00
7	Bases, spring, trolley	125.00	105.00
6	Switches, three-way	3.00	3.00
24	Switches, combination contact	24.00	24.00
5	Switches, car heater	2.50	2.50
30	Leads, motor	6.00	6.00
200	Ft. wire, copper, No. 6	4.75	4.75
100	Ft. wire, copper, No. 16	1.25	1.25
80	Connectors, 4 screw brass	4.40	4.40
8	Lbs. tape, friction	2.00	2.00
1	Bell, battery	.75	.50

Electrical Apparatus and Supplies.

Quantity	Description	Cost New	Present Value
3	Clusters, 3-light	$ 4.00	$ 3.00
8	Clusters, 2-light	8.00	7.00
24	Sockets, wall	2.00	2.00
25	Sockets, light cluster	2.50	2.50
7	Shades, porcelain, 15 in.	2.03	2.03
6	Heaters, car	36.00	20.00
75	Lamps, 16 c. p.	11.00	11.00
	Tools.		
2	Jacks, pit, on tracks	20.00	10.00
3	Jacks, Joyce No. 10	50.00	40.00
3	Jacks, Joyce No. 4	42.00	42.00
2	Jacks, stone	125.00	75.00
1	Anvil, 90 lbs	8.10	5.00
1	Sledge, 8 lbs	.80	.60
1	Bar, 5 ft., pinch	1.40	1.00
1	Bar, 3 ft., pinch	1.00	.75
1	Chisel, 3 ft., cold	.60	.50
12	Chisels, 10 in., cold	2.50	1.50
20	Jaws, forged	12.00	9.00
1	Vise, 6 in., bench	8.00	3.00
3	Blocks, 1 ton chain	90.00	70.00
1	Block, ½ ton chain	25.00	18.00
2	Braces	1.00	.50
1	Wrench, 16 in., monkey	.70	.50
1	Wrench, 12 in., monkey	.55	.40
2	Wrenches, 16 in., Trimo	4.00	3.00
2	Wrenches, 1 in., socket, 10 in. long	1.00	.75
1	Wrench, ⅞ in., socket, 54 in. long	1.00	.80
4	Wrenches, ⅞ in., socket, 22 in. long	2.40	2.00
2	Wrenches, ¾ in., socket, 22 in. long	.90	.60
4	Wrenches, ⅝ in., socket, 22 in. long	1.80	1.50
3	Wrenches, ½ in., socket, 22 in. long	1.20	1.00
2	Wrenches, ⅜ in., socket, 22 in. long	.80	.60
2	Wrenches, 1 in., S	1.50	1.10
2	Wrenches, ¾ in., S	1.20	1.00
4	Wrenches, ⅝ in., S	2.40	2.00
2	Wrenches, ½ in., S	1.00	.80
6	Wrenches, 1 in., open end, 24 in. long	3.00	2.25
4	Wrenches, ¾ in., open end, 24 in. long	2.00	1.50
4	Wrenches, ½ in., open end, 24 in. long	1.75	1.50
1	Saw, hack	.75	.50
2	Saws, hack	1.50	1.00
12	Blades, hack saw	.50	.50
1	Drill press, 15 in., hand	40.00	25.00
12	Drills, twist, ¼ in. to 1 in.	5.00	3.00
6	Bits, wood	3.00	2.00
3	Clevises, roller	3.00	3.00
10	Shovels, scoop	9.00	6.00
12	Shovels, long handle	12.00	9.00
4	Sqegees	2.00	1.50
1	Crane, jib	20.00	15.00
8	Pair rings, hanging	12.00	8.00
1	Pump, National	20.00	10.00
1	Gage, track	1.50	1.00
2	Wheelbarrows, iron	7.50	5.00
3	Oilers, hand	.75	.75

Oils, Grease and Accessories.

Quantity	Description	Cost New	Present Value
700	Lbs. grease, hard	$ 25.00	$ 25.00
1000	Lbs. grease, gear	60.00	60.00
125	Gals. oil, Summer black	12.00	12.00
30	Gals. oil, machine	6.00	6.00
35	Gals. oil, coal	2.10	2.10
1	Can, 50 gal., oil	3.00	3.00
3	Cans, 10 gal., oil	3.00	1.50
15	Barrels, empty	15.00	5.50
200	Lbs. waste, cotton, colored	14.00	14.00
90	Lbs. waste, wool, colored	9.00	9.00
5	Gals. paint	2.00	2.00

Wooden Lockers, etc.

1	Ladder, step	4.00	3.00
1	Ladder, 18 ft	3.00	2.50
1	Ladder, 22 ft	4.50	3.00
8	Lockers, pine	25.00	15.00
1	Rack, glass	4.00	3.00
1	Rack, bolt	10.00	5.00
1	Rack, field	3.00	1.00
2	Racks, speed rolls	5.00	2.00
3	Racks, armature	10.00	5.00
7	Sash, car window	10.00	8.00
36	Pails, firepulp	12.00	5.00
2	Trucks, armature	6.00	4.00

Furniture

1	Desk, roll top	18.00	6.00
1	Clock, wall	5.00	4.00
4	Chairs, arm	8.00	3.00
2	Chairs, service	5.00	1.50
1	Stool, high	1.50	.75
5	Stools, motorman	7.50	4.00
2	Lockers	7.50	4.00
2	Stoves	15.00	5.00
1	Mirror	.75	.40
2	Baskets, waste	1.00	.50
6	Towels	.75	.50
1	Fan, motor, desk	10.00	9.00
7	Scuttles, coal	2.80	1.40
	Grand Total	$9,829.89	$6,737.19

SUPPLIES AND FURNITURE.
General Offices, 1167 North Clark Street.

Quantity	Description	Cost New	Present Value
3	Chairs, swivel	$ 9.00	$ 6.00
5	Chairs, swivel	5.00	3.00
1	Table, 30 ft. x 6 ft	5.00	3.00
1	Case, 3 ft. x 14 ft	5.00	3.00
1	Book case	10.00	7.50
3	Desks, roll top	60.00	40.00
1	Press, letter	5.00	3.00
1	Stand, for letter press	2.00	1.50
1	Cabinet, 7 ft. x 7 ft	15.00	10.00
1	Typewriter, Remington	75.00	50.00
6	File cases	12.00	10.00
	Stationery	300.00	300.00
		$ 503.00	$ 437.00

Total Cost, New	$503.00
Depreciation	66.00
Total Present Value	$437.00

CHICAGO CONSOLIDATED TRACTION CO.
Furniture at 184 La Salle St., Rooms 224, 225, 226 and 227.

Quantity	Description	Cost New	Present Value
2	Roll top desks	$ 80.00	$ 55.00
1	Roll top typewriting desk	30.00	25.00
5	Standing desks	125.00	90.00
3	Tables	45.00	35.00
1	Single flat top desk	20.00	15.00
2	Double flat top desk	100.00	80.00
1	Typewriting cabinet	50.00	38.00
1	Typewriting stand	6.00	4.00
1	Oak stand	6.00	4.00
3	Rugs	100.00	60.00
1	Shaw-Walker cabinet file	50.00	37.50
1	Globe-Wernicke cabinet file	40.00	25.00
11	Revolving chairs	65.00	50.00
3	Arm chairs	30.00	20.00
2	Oak chairs	8.00	5.00
4	Common chairs	5.00	3.00
5	High back stools	30.00	25.00
1	Common stool	2.50	2.00
1	Stenographer's chair	4.00	3.25
1	Underwood typewriter	75.00	45.00
1	Remington typewriter	100.00	85.00
1	Universal adding machine	150.00	125.00
1	Comptometer	200.00	150.00
3	Electric fans	25.00	20.00
	Desk equipment, supplies and stationery	100.00	100.00
		$1,446.50	$1,101.75

Total Cost, New	$1,446.50
Depreciation	344.75
Total Present Value	$1,101.75

EXHIBIT VI.

BUILDINGS

EXHIBIT VI.

BUILDINGS.

Summary.

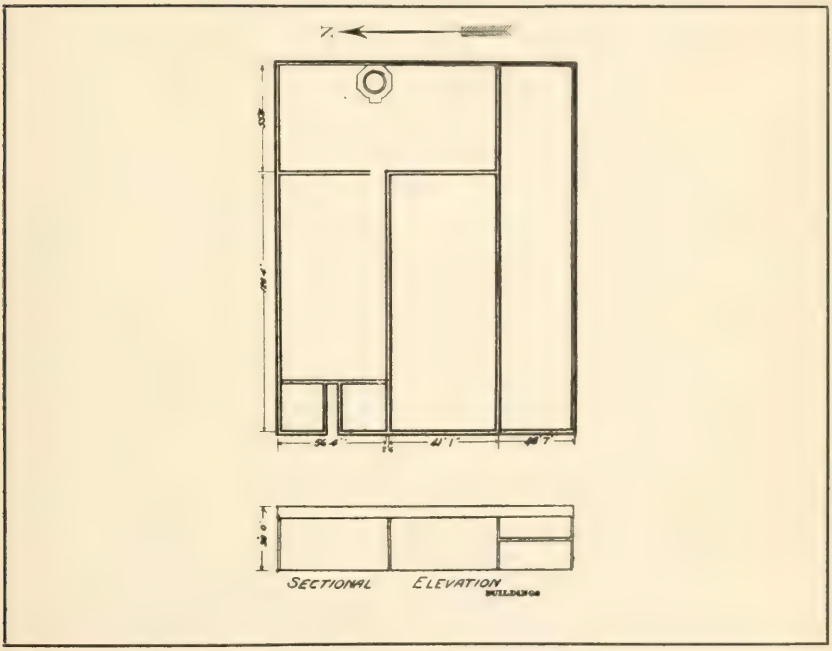
Company	Cost New		Present Value
Chicago & North Shore Street Railway Co.			
Edgewater Power Plant & Car House	$ 61,232.90		$ 46,537.00
Chicago Electric Transit Company.			
Elston Ave. Car House	$ 98,404.00	$ 82,758.00	
California Ave. Power Plant	142,957.30	110,360.00	
	$241,361.30		$193,118.00
Cicero & Proviso Railway Co.			
Madison St. Car House	$ 36,032.00		$ 25,762.00
Total	$338,626.20		$265,417.00

CHICAGO & NORTH SHORE STREET RY. CO.

Edgewater Power Plant Building and Car House.

Built 1894.

	Cost New
Preparation of site	$ 100.00
Excavation and fill	1,178.00
Foundations and concrete floors	7,077.00
Superstructure masonry	21,006.00
Structural steel and iron	7,046.00
Carpenter work	9,755.00
Mill work—including hardware, painting and glazing	1,976.00
Roofing	1,203.00
Sheet metal and skylights	1,431.00
Plastering	360.00
Painting	200.00
Drainage system (plumbing and lockers)	1,147.00
Heating system	286.00
Lighting system	331.00
Elevator, etc	150.00
	$53,246.00
15% added for engineering and incidentals	7,986.90
	$61,232.90
Depreciation, 16 years at 1½% per annum	14,695.90
Total present value	$46,537.00



Buildings—Edgewater Power Plant and Car House of the Chicago & North Shore Street Railway Co.

CHICAGO ELECTRIC TRANSIT COMPANY.

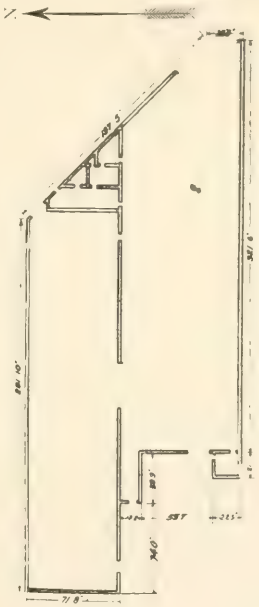
Elston Avenue Car House.

Built 1904.

Description	Cost New	Depreciation
Excavation and fill	$ 2,187.00	$.....
Foundation and concrete floors	15,479.00	2,322.00
Superstructure masonry	22,231.00	4,444.00
Structural steel and iron	14,434.00	721.00
Carpenter work	12,732.00	1,273.00
Mill work, including hardware, painting and glazing	5,271.00	2,635.00
Sheet metal and skylights	747.00	74.00
Roofing	7,449.00	1,489.00
Painting (other than mill work)	761.00	76.00
Drainage system	434.00	43.00
Plumbing and lockers	717.00	251.00
Water system	969.00	97.00
Heating system	1,240.00	124.00
Lighting system	918.00	91.00
	$85,569.00	$13,640.00
Add 15% for engineering, organization and incidentals	12,835.00	.....
	$98,404.00	
Deduct 15.9% depreciation	15,646.00	
Total present value	$82,758.00	

Depreciation.

$$\frac{\$13,640}{\$85,569} = 15.9\%$$



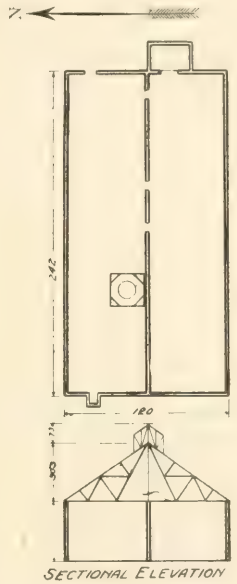
Buildings—Elston Avenue Car House
of the Chicago Electric
Transit Co.

CHICAGO ELECTRIC TRANSIT CO.

California Avenue Power Plant.

Built 1894.

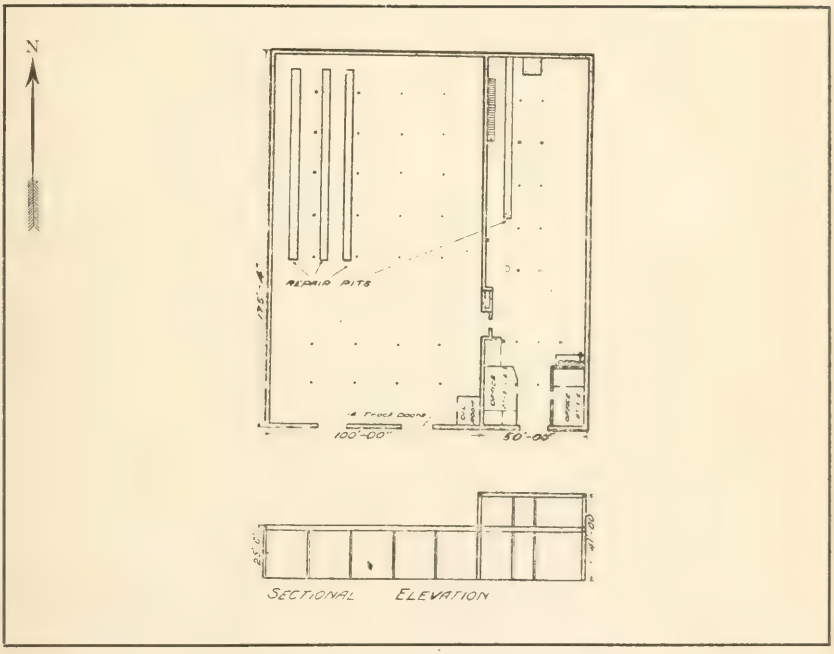
	Cost New
Excavation and fill	$ 13,494.00
Foundations and concrete floors	19,043.75
Superstructure masonry	33,054.80
Structural steel and iron	39,797.77
Carpenter work	896.44
Mill work, including painting and glazing	3,169.75
Roofing	3,836.60
Sheet metal and skylights	4,961.83
Painting (other than mill work)	530.00
Drainage system	1,228.00
Plumbing and lockers	537.00
Heating system	1,570.76
Lighting system	2,100.00
Power system, wiring	90.00
	$124,310.70
Add 15% for engineering, organization and incidentals	18,646.60
	$142,957.30
Depreciation, 16 years at 1½% per annum	34,309.75
	$108,647.55
Add present value of dock	1,712.45
Total present value	$110,360.00



Buildings—California Avenue Power Plant of the Chicago Electric Transit Co.

VALUATION OF
CICERO AND PROVISO RAILWAY COMPANY
CAR HOUSES.
40th Ave. and Madison St.

Classification No.	Classification	Value
102	Excavation and fill	$ 311.00
104	Foundations and concrete floors	2,026.00
105	Superstructure masonry	13,221.00
106	Structural steel and iron	2,839.40
107	Carpenter work	7,614.52
108	Mill work	2,304.49
109	Roofing	1,006.40
110	Sheet metal work	17.20
111	Plastering	195.60
112	Painting and glazing	413.20
602	Plumbing and draining	515.25
....	Lighting and heating	437.00
....	Paving and walks	431.00
		$ 31,332.00
	Add 15% for engineering, organization and incidentals	4,700.00
		$ 36,032.00
	Depreciation 19 years at $1\frac{1}{2}$% per annum=28.5%	10,269.00
	Total present value	$ 25,763.00



Buildings—Madison Street Car House of the Cicero & Proviso Street Railway Co.

EXHIBIT VII.

REAL ESTATE

EXHIBIT VII.

Summary of Real Estate.

Chicago & North Shore Street Railway Co.

Plat No.			Valuation
1	Evanston Avenue property		$ 19,500.00

Chicago Electric Transit Co.

2	Melrose Street lot	$ 425.00	
3	N. W. corner of Belmont and California Avenues	13,068.00	
4	Faraday Avenue lot	325.00	
5	Right of way in California Av. between Melrose St. and Roscoe Blvd. and across Roscoe Blvd. (easement, not valued)		
6	Right of way in Roscoe Blvd. from Elston Av. to the Chicago River (easement, not valued)		
7	N. W. corner of Addison St. and Elston Av.	10,500.00	
8	N. W. corner of Roscoe St. and the Chicago River, also a small lot on opposite side of river	14,910.00	$ 39,228.00

North Side Electric Street Railway Co.

9	Clybourn Av. and Clybourn Place lots	$ 3,000.00

Cicero and Proviso Street Railway Co.

10	Madison St., 75 ft. west of 40th Av. S. F. 150′ x 175′	$ 22,500.00
	Total	$ 84,228.00

CHICAGO, Ill., May 11, 1910.

To the Traction Valuation Commission,
Borland Block,
Chicago, Illinois.

Gentlemen:

As requested, I have personally inspected and considered the value of the several parcels of real estate owned and controlled by the Chicago North Shore Street Railway Company, the Chicago Electric Transit Company and the North Side Electric Street Railway Company described in the accompanying schedule as Tracts Numbers One (1) to Nine (9), inclusive.

In my opinion the value of said Real Estate, exclusive of the improvements thereon, is in severalty as set forth in the accompanying report.

The total value is Sixty-one Thousand Seven Hundred and Twenty-Eight Dollars ($61,728.00).

Very respectfully submitted,

(Signed) WILLIAM A. BOND.

CHICAGO, ILL., June 27, 1910.

To the Traction Valuation Commission,
Borland Block,
Chicago, Illinois.

Gentlemen:

As requested, I have personally inspected and considered the value of the several lots which are owned and controlled by the Cicero & Proviso Street Railway Company described in the accompanying schedule as Tract Number Ten.

In my opinion the value of said real estate, exclusive of the Improvements thereon, is in severalty as set forth in the accompanying report.

The total value is, Twenty-two Thousand Five Hundred Dollars. ($22,500.00).

Very respectfully submitted,

(Signed) WILLIAM A. BOND.

REAL ESTATE.

Plat No. 1.

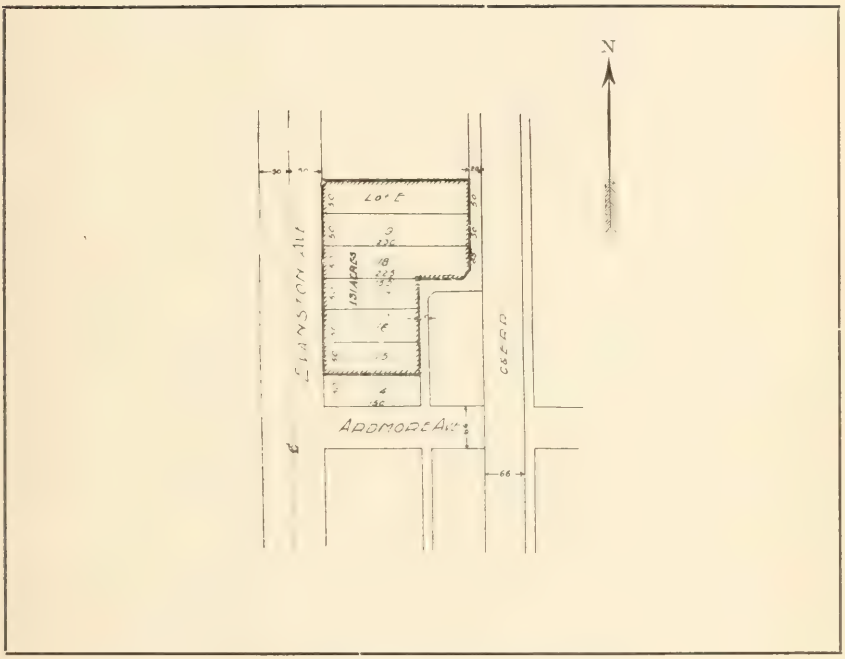
CHICAGO & NORTH SHORE STREET RAILWAY COMPANY.

Evanston Ave. Property—Power House Site.

Lots Fifteen (15) and Sixteen (16), as also Lots Seventeen (17), Eighteen (18) and Nineteen (19) in Block Three (3) of Cochran's Addition to Edgewater, being a subdivision of the South nineteen hundred and forty-six (1946) feet of the West thirteen hundred and twenty (1320) feet of the East fractional half (E. frl. $\frac{1}{2}$) of Section Five (5), Township Forty (40) North, Range Fourteen (14) East of the Third Principal Meridian in Cook County, Illinois; and also Lot "E" in a Subdivision of that part of Block Three (3) of the aforesaid Cochran's Addition to Edgewater, lying West of the right of way of the Chicago and Evanston Railroad Company, and North of the North line of Lot Nineteen (19) in said Block Three (3), and of said line produced to the right-of-way of said Chicago and Evanston Railroad Company.

A piece of land fronting 300 feet East on Evanston Ave. 50 feet North of Ardmore Ave. The South 150 feet of this tract is 150 feet in depth to a fifteen foot alley, and the North 150 feet is 230 feet in depth to a twenty foot alley, which alley adjoins the right-of-way of the Chicago, Milwaukee & St. Paul and Northwestern Elevated Railroads. The North 150 feet of said tract is occupied by a two story brick car barn and power house, and the South 150 feet is vacant.

Value of land exclusive of improvements, $19,500.00.



Real Estate on Evanston Ave. near Ardmore Ave.

PLAT No. 1.

REAL ESTATE.

Plat No. 2.

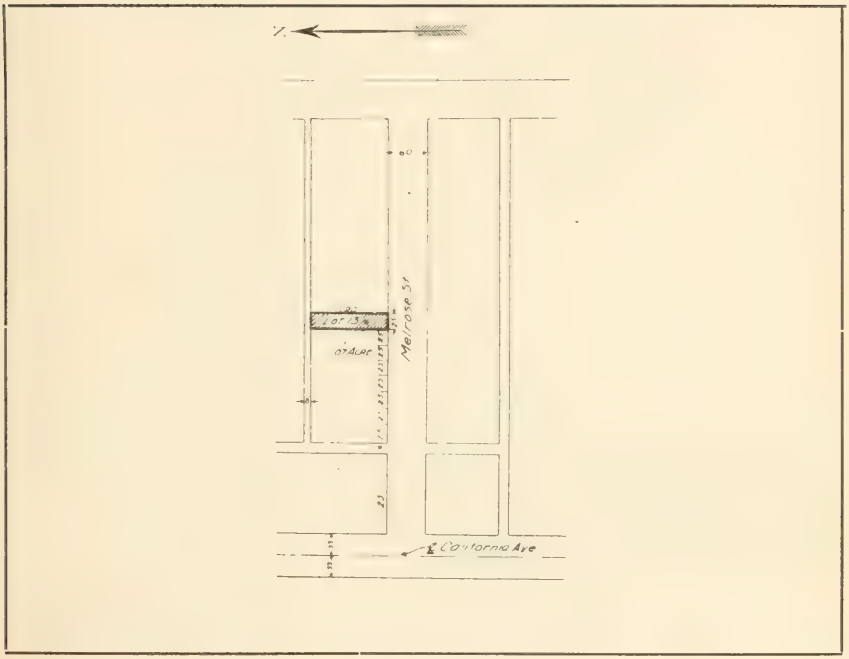
CHICAGO ELECTRIC TRANSIT COMPANY.

Melrose Street Lot.

Lot Thirteen (13) in Belmont and Elston Avenue Addition to Chicago, being a Subdivision in the South Half (S. $\frac{1}{2}$) of Section Twenty-four (24), Township Forty (40) North, Range Thirteen (13) East of the Third Principal Meridian.

A lot fronting South on Melrose Street 25 feet front by 120 feet in depth to an 8 foot alley, situated 316 feet East of North California Avenue. Vacant.

Value of land, $425.00



Real Estate on Melrose St. near California Ave.

PLAT No. 2.

REAL ESTATE.

PLAT No. 3.

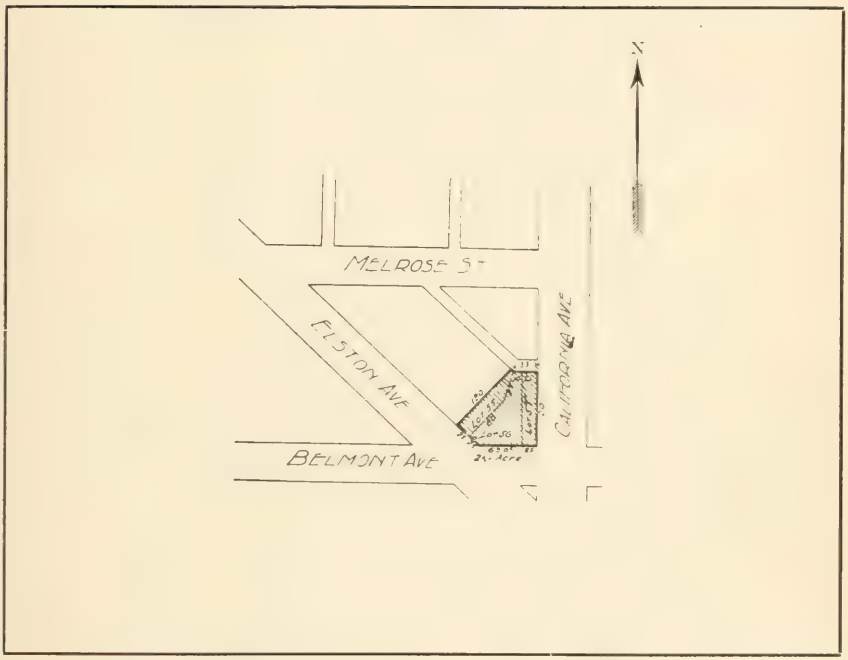
Chicago Electric Transit Company.

N. W. Corner Belmont and California Aves.

Lots Fifty-five (55), Fifty-six (56) and Fifty-seven (57) in Belmont and Elston Avenues, Addition to Chicago, being a subdivision in the South Half (S. $\frac{1}{2}$) of Section Twenty-four (24), Township Forty (40) North, Range Thirteen (13) East of the Third Principal Meridian.

A piece of land fronting 50 feet on Elston Avenue, 88.5 feet on Belmont Avenue and 120 feet on California Avenue, with a rear frontage of 38.3 feet on a 16 foot alley. Vacant, and containing .24 of an Acre.

Value of land, $13,068.00.



Real Estate on Belmont Ave. and
California Ave.
PLAT No. 3.

PLAT No. 4.

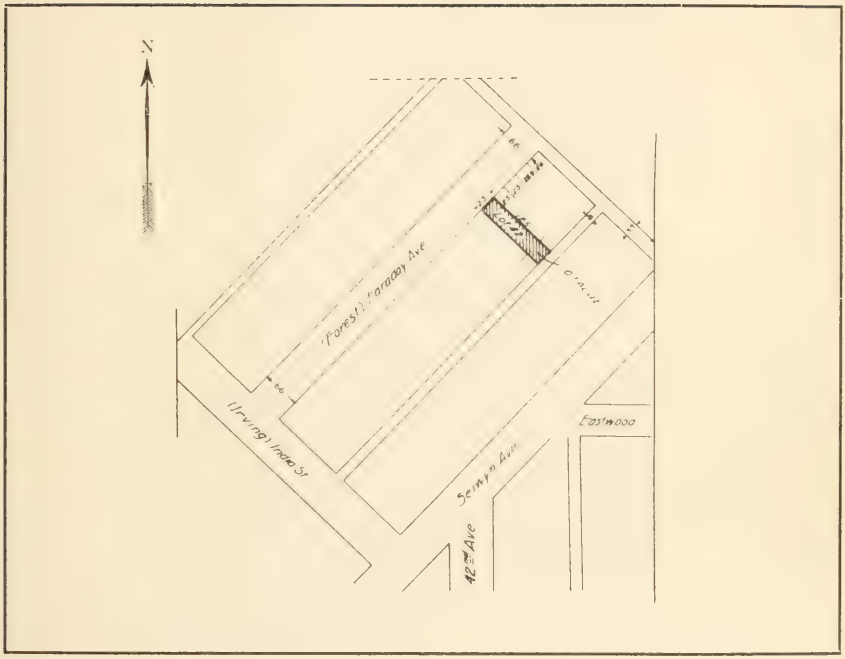
Chicago Electric Transit Company.

Faraday Ave. Lot.

Lot Forty-two (42), in Block Two (2), Elston Ave. Addition to Irving Park, in Section Fifteen (15), Township Forty (40) North, Range Thirteen (13) East of the Third Principal Meridian.

This is a lot 25 feet North-west front on Faraday Ave., about 457.9 feet North-east of India St. by 125 feet in depth to a 16 foot alley. Vacant.

Value of land, $325.00.



Real Estate on Faraday Ave. near
India St.
PLAT No. 4.

REAL ESTATE.

PLAT No. 5.

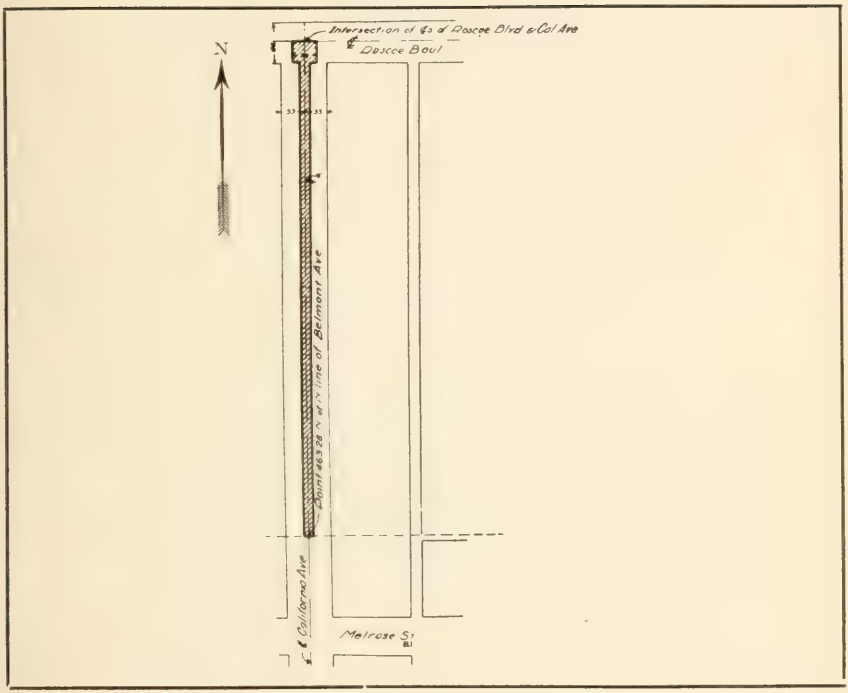
Chicago Electric Transit Company.

Right-of-Way in California Ave. between Melrose St. and Roscoe Blvd., and across Roscoe Blvd.

A right-of-way over a certain strip of land Sixteen (16) feet in width, the center line of which said strip of land at the South end thereof commences at a point midway between the East and West lines of California Ave., four hundred and thirty-six and twenty-eight one-hundredths (436-28 100) feet North of the North line of Belmont Ave. and said strip of land extending North from the South end thereof of the said width of sixteen (16) feet to what would be the South line of Roscoe St. if said Roscoe St. were extended East from Elston Ave. to the center line of California Avenue if extended North to said center line of Roscoe St., if extended as aforesaid.

Also a right-of-way in and over a certain strip of land Thirty-eight (38) feet in width, the center line in which last strip of land commences at the North end of the center line of the Sixteen (16) feet strip of land first above described, and said Thirty-eight (38) feet strip of land extending North of the same width, a distance of Thirty-three (33) feet, more or less, to what would be the center line of Roscoe St., if said Roscoe St. were extended to what would be the East line of California Ave., if it were extended North.

Easement—not valued.



Real Estate on Right of Way along California Ave.

PLAT No. 5.

REAL ESTATE.

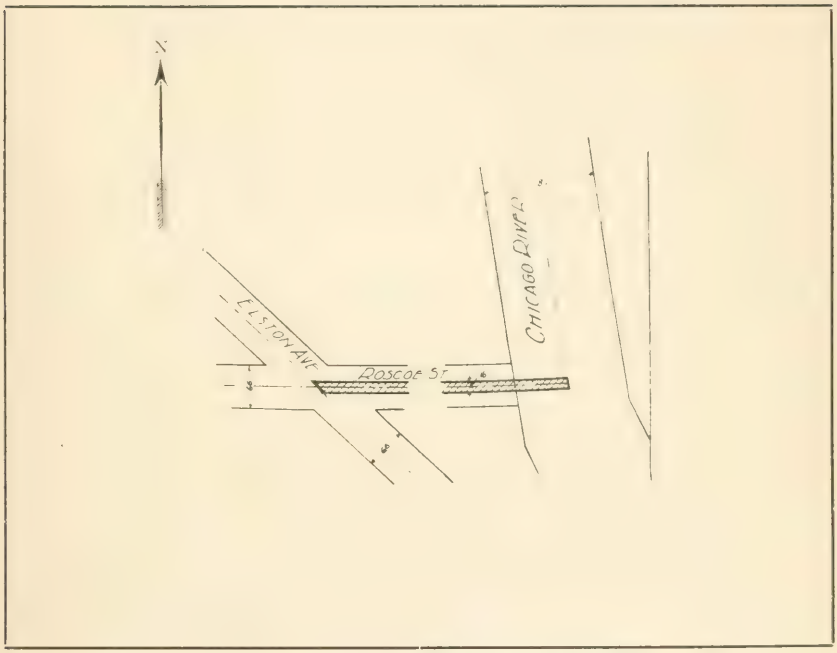
PLAT No. 6.

Chicago Electric Transit Company.

Right-of-Way in Roscoe Boulevard from Elston Ave. to the Chicago River.

A right-of-way in and over a certain strip of land Sixteen (16) feet in width, the center line of which said strip of land at the East end thereof, commences at a point Seven Hundred and Nineteen and Two-Tenths (719–2 /10) feet East of a point in the North and South center line of Section Twenty-four (24), Township Forty (40) North, Range Thirteen (13) East of the Third Principal Meridian, Twelve Hundred and Thirty-eight and Five-tenths (1238–5 /10) feet North of the South line of said Section, and said strip of land extending West from the East end thereof of the same width to Elston Ave.

Easement—not valued.



Real Estate on Right of Way along
Roscoe Blvd.
PLAT No. 6.

REAL ESTATE.

PLAT No. 7.

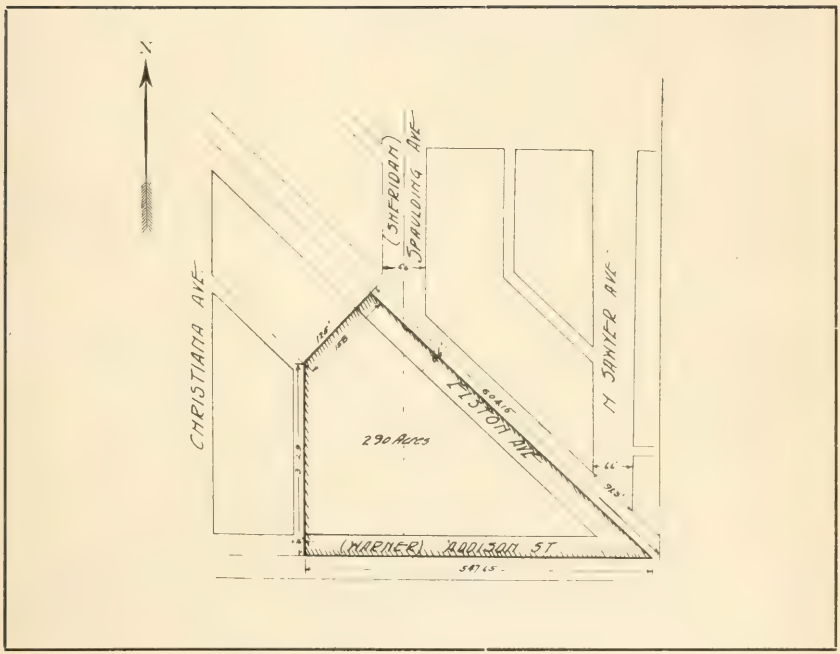
Chicago Electric Transit Company.

N. W. Cor. of Addison St. and Elston Ave. Car Barn Site.

Commencing at the intersection of the center line of Warner Ave. with the center line of Elston Ave., running thence Northwesterly along the center line of Elston Ave. Six Hundred and Four and Fifteen One-hundredths (604–15/100) feet, thence Southwesterly, and at right angles with Elston Ave., One Hundred and Fifty-eight (158) feet, thence South and at right angles to Warner Ave., Three Hundred and Two and Nine-tenths (302–9/10) feet to the center line of Warner Ave., thence East along the center line of Warner Ave Five Hundred and Forty-seven and Sixty-five One-Hundredths (547–65/100) feet, more or less, to the place of beginning, one-half of which is not needed for railroad purpose.

A triangular shaped piece of ground fronting North-east on Elston Ave. and South on Addison St., and in the rear on a 16 foot alley, partially occupied by a brick car barn. The land has an area of 2.90 acres.

Value of land exclusive of improvements..... $10,500.00



Real Estate on Elston Ave. and Addison St.

PLAT No. 7.

PLAT No. 8.

Chicago Electric Transit Company.

N. W. corner of Roscoe St. and the Chicago River, also a small lot on opposite side of River. Power House Site.

Commencing at a point in the East dock line of the North branch of the Chicago River North of the South line of Section Twenty-four (24), Township Forty (40) North, Range Thirteen (13) East of the Third Principal Meridian, Twelve Hundred and Seventy-one and Six-tenths (1271 6/10) feet and East of the North and South center line of said Section Twenty-four (24), Eight Hundred and Eighty-seven One-hundredths (800–87/100) feet and running thence East and parallel with the South line of said Section Twenty-four (24), Fifty (50) feet; thence North Twenty-five (25) feet; thence West and parallel to the South line of said Section Twenty-four (24), Fifty-six and Thirty-nine One-hundredths (56-39/100) feet to the aforesaid East dock line; thence Southeasterly along said East dock line Twenty-five and Eight-tenths (25-8 10) feet to place of beginning, being a part of the Southeast quarter Section Twenty-four (24), Township Forty(40) North, Range Thirteen (13), East of the Third Principal Meridian, and containing Three One-hundredths (3/100) of an acre.

Commencing at a point in the North and South center line of Section Twenty-four (24) in Township Forty (40) North, Range Thirteen (13), East of the Third Principal Meridian, twelve hundred and thirty-eight and Five-tenths (1,238 5/10) feet North of the South line of said Section, running thence East to a point on or near the West bank of the North Branch of the Chicago River, and distant from the place of beginning Seven Hundred and Nineteen and Two-tenths (719–2/10) feet, thence North Seven degrees and Thirty minutes West, Three Hundred and Three and Five-tenths (303 5/10) feet 8 to a point West of said North Branch of the Chicago River, thence West Six Hundred and Seventy-nine and Two-tenths (679 2/10) feet to said North and South center line of said Section; thence South and along said North and South center line Three Hundred (300) feet to the place of beginning; subject, however, to the establishment of a dock line of the North Branch of the Chicago River Ninety-one and Nine-tenths (91 9/10) feet West of the Easterly line of said premises as above described, and parallel thereto, and to the appropriation of the East ninety-one and Nine-tenths (91–9/10) feet of said premises for the purpose of straightening said North Branch of the Chicago River and bringing said North Branch upon the Westerly side thereof, to the said proposed dock line, and making said North Branch of said River opposite the East of said dock line, One Hundred and Eighty (180) feet, so that the East line of said premises as above described, shall form the center line of said North Branch when so straightened and improved; one-half of which is not needed for railroad purposes.

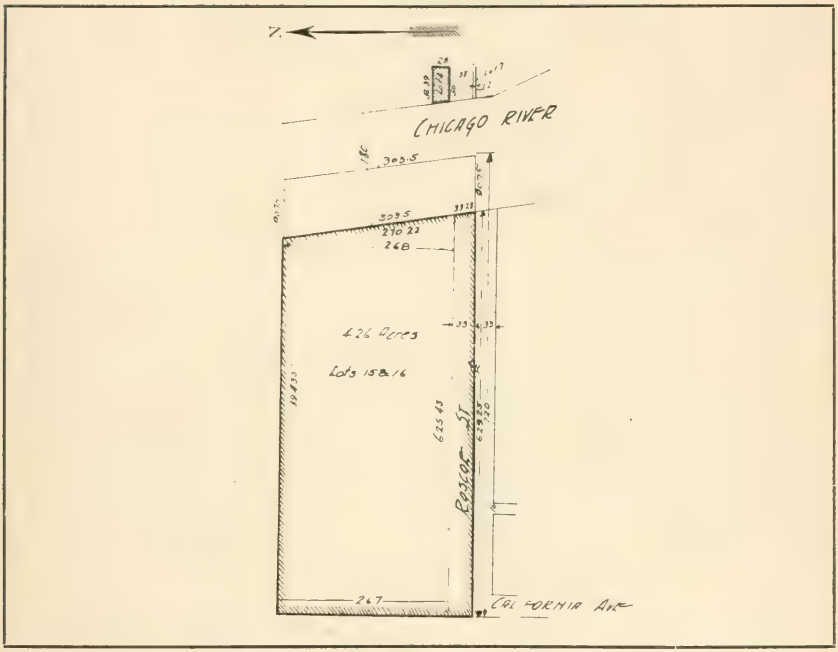
The land has a South front on Roscoe St., of 625.43 feet. It has a depth of 267 feet at the West end and a depth on the proposed dock frontage of 270.22 feet. The land contains an area of 4.26 acres and its Easterly portion is occupied by a brick power house.

Value of land exclusive of improvements.....$14,805.00

Lot 4, a small lot of land, (partially occupied with shaft and tunnel), containing 3/100 of an acre and situated on the East side of the river opposite the aforesaid 4.26 acres.

Value of Lot 4..... 105.00

Total value of land $14,910.00



Real Estate on California Ave.,
Roscoe Blvd. and Chicago River.
PLAT No. 8.

REAL ESTATE.

PLAT No. 9.

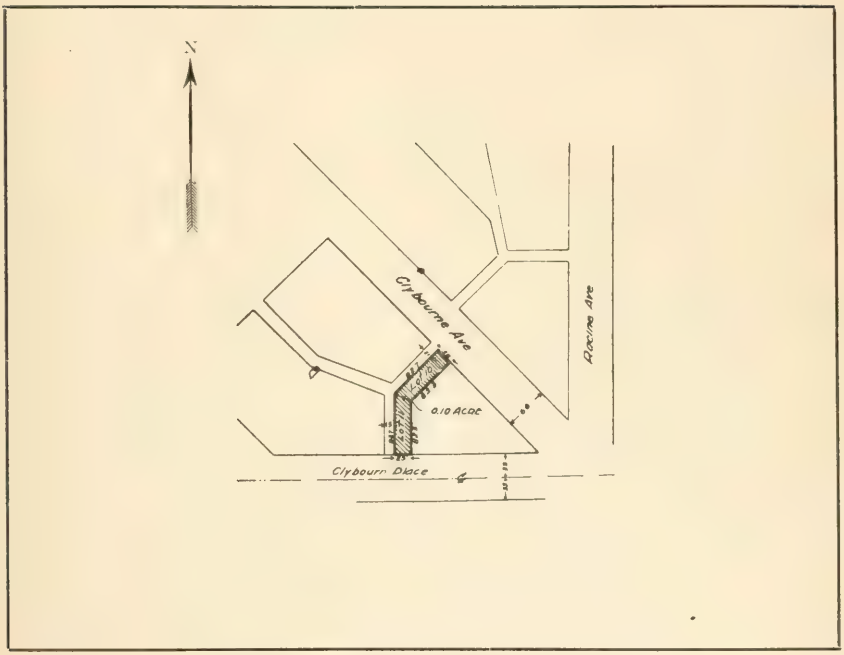
North Side Electric Street Railway Company.

Clybourn Avenue and Clybourn Place Lots.

Lots Ten (10) and Eleven (11), in Block Four (4), in Subdivision of Block Thirteen (13), in Sheffield's Addition to Chicago, Cook County, Illinois.

These are two lots adjoining each other in the rear, one fronting Northeast on Clybourn Avenue at the Southwest corner of the alley Northeast of Clybourn Place, the other fronting south on Clybourn Place at the Northeast corner of the alley West of Clybourn Avenue. Each of these lots has a 15 foot alley along one side. The Clybourn Avenue lot is 25 feet front by 92.7 feet in depth on its Northwest side and 82.3 feet on its Southeast side. The Clybourn Place lot is 25 feet front by 92.7 feet in depth on its West side and 82.3 feet in depth on its East side.

Value of Lot 10	$1,750.00
Value of Lot 11	1,250.00
Total value of land, exclusive of improvements	$3,000.00



Real Estate on Clybourn Ave. and Clybourn Pl.

PLAT No. 9.

REAL ESTATE.

PLAT No. 10.

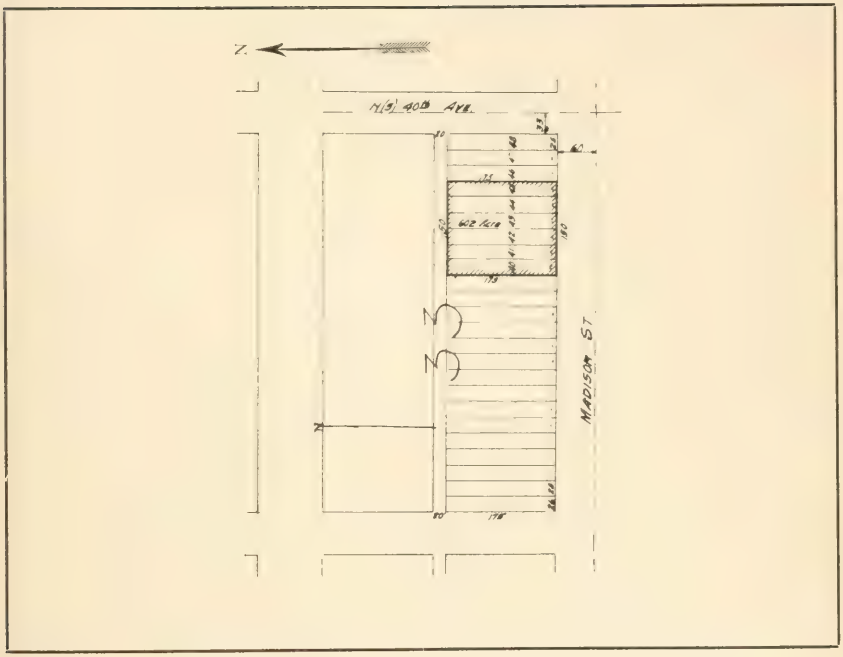
Cicero & Proviso Street Railway Company.

Lots numbered Forty (40), Forty-one (41), Forty-two (42) and Forty-three (43), in Block Thirty-three (33), in the Subdivision of the South half (S. $\frac{1}{2}$) of Section Ten (10), Township Thirty-nine (39) North, Range Thirteen (13) East of the Third Principal Meridian.

Lots numbered Forty-four (44) and Forty-five (45), in Block Thirty-three (33), in the Subdivision of the South half (S. $\frac{1}{2}$) of Section Ten (10), Township Thirty-nine (39) North, Range Thirteen (13) East of the Third Principal Meridian.

These lots front 150 feet South on Madison Street, 75 feet West of Fortieth Avenue. The land is 175 feet deep to a 20 foot alley and is occupied by a brick car barn.

Value of land, exclusive of improvements, $22,500.00.



Real Estate on Madison St. near 40th Avenue.

PLAT No. 10.

EXHIBIT VIII

PAVING

	ANY No. VI.		COMPANY No. VII.		TOTAL	
		Rehabilitation Value	Cost New	Rehabilitation Value	Cost New	Rehabilitation Value
In	45	$60,734.06	$120,747.59	$62,103.78	$1,007,510.57	$434,638.33
Or	..	.....	.....	.....	4,638.52	2,329.62
In	..	.....	.....	.....	2,370.15	258.75
	45	$60,734.06	$120,747.59	$62,103.78	$1,014,519.24	$437,226.70

PAVING SUMMARY BY COMPANIES.

	COMPANY No. I.		COMPANY No. II.		COMPANY No. III.		COMPANY No. IV		COMPANY No. V.		COMPANY No. VI.		COMPANY No. VII.		TOTAL	
	Cost New	Rehabilitation Value	Cost New	Rehabilitation Value	Cost New	Rehabilitation Value	Cost New	Rehabilitation Value	Cost New	Rehabilitation Value	Cost New	Rehabilitation Value	Cost New	Rehabilitation Value	Cost New	Rehabilitation Value
In tangent track and special work. ..	$291,382 51	$115,383 33	$101,998 67	$56,929 03	$233,043 76	$87,382 23	$69,466 90	$30,846 45	$69,639 69	$21,257 45	$121,231 45	$60,734 06	$120,747 59	$62,103.78	$1,007,510 57	$434,638 33
On bridges	806 44	403 22			2,100 18	1,265 73	1,731 90	660 67							4,638 52	2,329 62
In car houses and yards...	420 90	86 25	1,035 00		914 25	172 50									2,370 15	278 75
	$292,609 85	$115,874 80	$103,033 67	$56,929 03	$236,058 19	$88,820.46	$71,198 80	$31,507 12	$69,639 69	$21,257 45	$121,231 45	$60,734 06	$120,747 59	$62,103 78	$1,014,519 24	$437,226 70

Companies.

I. North Chicago Street Railway Co.
II. Chicago & North Shore Street Railway Co.
III. Chicago Electric Transit Company.
IV. North Side Electric Street Ry. Co.
V. Chicago & Jefferson Urban Transit Co.
VI. Ogden Street Railway Company.
VII. Cicero & Proviso Street Railway Company

	59	.....	4′ 10 ″	104	1.25	130.00	..	130.00	.75	78.00		
	1,051	.....	4′ 10 ″	1,490	1.50	2,235 00	75	558 75	..	.....		
	72	.....	4′ 10 ″	103	1.25	128.75	..	128.75	.75	77.25		
	8,353	.....	4′ 10 ″	11,993	1.50	17,989.50	40	10,793.70	.30	3,597.90		
	1,705	.....	5′ 5½″	2,575	3.00	7,725 00	00	7,725 00	...	7,725 00		
	769	.....	4′ 10 ″	1,105	1.25	1,381 25	..	1,381 25	.75	828 75		
	225	.....	4′ 10 ″	1,981	1.25	2,476 25	..	2,476 25	.75	1,485.75		
	12,132	.....	4′ 10 ″	15,764	1.50	23,646.00	60	9,458.40	.30	4,729.20		
	124	.....	4′ 10 ″	178	3.00	534.00	..	534.00	...	534.00		
)	1,975	.....	5′ 0 ″	2,886.27	1.50	4,329 40	60	1,713 76	..	.....		
)	660	.....	5′ 0 ″	964.52	1.50	1,446.78	15	1,229.76	.30	$ 289.36		
)	360	.....	5′ 0 ″	526.10	3.00	1,578.30	..	1,578.30	...	1,578.30		
)	5,710	.....	5′ 0 ″	8,212.59	1.50	12.318.89	75	3,079 72	...	.....		
	77	.....	5′ 3½″	114.45	1.50	171.67	75	42.92	...	.....		
	7,851	.....	5′ 3½″	11,788.60	3.00	35,365.80	..	35,365.80	...	35,365 80		
)	3,100	.....	4′ 10 ″	4,449.74	1.50	6,674.61	50	3,337.50	...	3,337 30		
)	2,843	.....	4′ 10 ″	4,080.84	3.00	12,242 52	..	12,242.52	...	12,242.52		
	.....	743	.....	61.55	2.30	141.56	10	127 40	...	.....		
	.....	2,100	.....	466.67	3.00	1,400.00	15	1,190.00	...	1,190 00		
)	545	.....	4′ 10 ″	782.29	1.50	1,173.44	75	293 36	...	.....		
						$ 104,997.90		$ 67,257.57		$ 54,003 28		
						$ 876,096.15		$548,604.75		$377,946 37		
						131,414.42		82,290.72		56,691 96		
						$1,007,510.57		$630,895 47		$434,638 33		

EXHIBIT VIII

Paving Details of Tangent and Special Work Track

STREET	FROM	TO	Length of Track	Width of Track	Width of Pavement	Area of Pavement	Area of Concrete	Unit Price per Square Yard	Total Cost of Pavement	Remarks	Average Price per Square Yard
NORTH CHICAGO ELECTRIC RAILWAY COMPANY											
Lawrence	Lawrence	West	Feet	Feet	Feet	Square Yards	Square Yards				
Lawrence	Lawrence	Beaver	1,980	16.0	14.0	1,540	514	$ 4.00	$ 6,160.00		
Lawrence	Beaver	Dover	990	16.0	14.0	770	257	4.00	3,080.00		
Lawrence	Dover	Lower Wacker Dr.	1,320	16.0	14.0	1,026	342	4.00	4,104.00		
Lawrence	Racine-Wacker Dr.	Racine-Wacker Dr.	330	16.0	14.0	257	86	4.00	1,028.00		
Lawrence	Racine-Wacker Dr.	Lower Wacker Dr.	330	16.0	14.0	257	86	4.00	1,028.00		
Lawrence	Lincoln Av	Lincoln Av	660	16.0	14.0	513	171	4.00	2,052.00		
Lawrence	Lincoln Av	Lincoln Av (Old Track)	660	16.0	14.0	513	171	4.00	2,052.00		
		New Track	660	16.0	14.0	513	171	4.00	2,052.00		
Lawrence	Lake & W. Lincoln Av	Bridge Tunnel	No Paving								
Lawrence	Bridge	Leavitt Av	Cedar	1,518	24.3	1,020	10,458	4.00	41,832.00		
Lawrence	Leavitt Av	Milwaukee Av	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Madison	Clinton	Clark	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Clark	Dearborn	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Dearborn	Wabash Av	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Wabash Av	Wabash Av	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Wabash Av	Michigan Av	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Michigan Av	State	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	State	Wabash Av	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Wabash Av	Wabash Av	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Wabash Av	Michigan Av	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Michigan Av	Dearborn	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Dearborn	Clark	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Clark	Clinton	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Clinton	Canal	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Canal	Jefferson	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Jefferson	Desplaines	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Desplaines	Halsted	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Halsted	Ogden Av	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Ogden Av	Racine	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Racine	Robey	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Robey	Western	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Western	Ridge	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Madison	Ridge	3rd Av	Cedar	1,650	24.3	1,650	13,393	4.00	53,572.00	20	4.031 20
Robey	Lexington	Madison	No Paving								
Robey	Madison	Monroe	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	Monroe	Adams	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	Adams	Jackson	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	Jackson	Van Buren	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	Van Buren	Harrison	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	Harrison	Polk	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	Polk	Taylor	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	Taylor	Roosevelt Rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	Roosevelt Rd	Cullerton	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	Cullerton	16th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	16th	18th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	18th	19th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	19th	20th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	20th	21st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	21st	22nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	22nd	23rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	23rd	24th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	24th	25th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	25th	26th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	26th	27th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	27th	28th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	28th	29th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	29th	30th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	30th	31st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	31st	32nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	32nd	33rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	33rd	34th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	34th	35th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	35th	36th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	36th	37th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	37th	38th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	38th	39th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	39th	40th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	40th	41st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	41st	42nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	42nd	43rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	43rd	44th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	44th	45th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	45th	46th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	46th	47th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	47th	48th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	48th	49th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	49th	50th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	50th	51st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	51st	52nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	52nd	53rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	53rd	54th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	54th	55th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	55th	56th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	56th	57th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	57th	58th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	58th	59th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	59th	60th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	60th	61st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	61st	62nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	62nd	63rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	63rd	64th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	64th	65th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	65th	66th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	66th	67th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	67th	68th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	68th	69th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	69th	70th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	70th	71st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	71st	72nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	72nd	73rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	73rd	74th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	74th	75th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	75th	76th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	76th	77th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	77th	78th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	78th	79th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	79th	80th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	80th	81st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	81st	82nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	82nd	83rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	83rd	84th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	84th	85th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	85th	86th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	86th	87th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	87th	88th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	88th	89th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	89th	90th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	90th	91st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	91st	92nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	92nd	93rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	93rd	94th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	94th	95th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	95th	96th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	96th	97th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	97th	98th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	98th	99th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	99th	100th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	100th	101st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	101st	102nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	102nd	103rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	103rd	104th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	104th	105th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	105th	106th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	106th	107th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	107th	108th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	108th	109th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	109th	110th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	110th	111th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	111th	112th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	112th	113th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	113th	114th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	114th	115th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	115th	116th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	116th	117th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	117th	118th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	118th	119th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	119th	120th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	120th	121st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	121st	122nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	122nd	123rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	123rd	124th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	124th	125th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	125th	126th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	126th	127th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	127th	128th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	128th	129th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	129th	130th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	130th	131st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	131st	132nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	132nd	133rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	133rd	134th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	134th	135th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	135th	136th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	136th	137th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	137th	138th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	138th	139th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	139th	140th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	140th	141st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	141st	142nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	142nd	143rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	143rd	144th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	144th	145th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	145th	146th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	146th	147th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	147th	148th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	148th	149th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	149th	150th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	150th	151st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	151st	152nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	152nd	153rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	153rd	154th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	154th	155th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	155th	156th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	156th	157th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	157th	158th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	158th	159th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	159th	160th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	160th	161st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	161st	162nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	162nd	163rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	163rd	164th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	164th	165th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	165th	166th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	166th	167th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	167th	168th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	168th	169th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	169th	170th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	170th	171st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	171st	172nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	172nd	173rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	173rd	174th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	174th	175th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	175th	176th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	176th	177th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	177th	178th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	178th	179th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	179th	180th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	180th	181st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	181st	182nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	182nd	183rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	183rd	184th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	184th	185th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	185th	186th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	186th	187th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	187th	188th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	188th	189th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	189th	190th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	190th	191st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	191st	192nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	192nd	193rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	193rd	194th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	194th	195th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	195th	196th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	196th	197th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	197th	198th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	198th	199th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	199th	200th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	200th	201st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	201st	202nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	202nd	203rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	203rd	204th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	204th	205th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	205th	206th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	206th	207th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	207th	208th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	208th	209th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	209th	210th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	210th	211th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	211th	212th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	212th	213th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	213th	214th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	214th	215th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	215th	216th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	216th	217th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	217th	218th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	218th	219th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	219th	220th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	220th	221st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	221st	222nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	222nd	223rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	223rd	224th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	224th	225th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	225th	226th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	226th	227th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	227th	228th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	228th	229th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	229th	230th	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	230th	231st	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	231st	232nd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey	232nd	233rd	Cedar	1,320	24.3	1,320	10,714	4.00	42,856.00		
Robey

EXHIBIT VIII.

Pavement on Bridges.

	Location	Kind of Pavement	Area Sq. Yards	Unit Price	Cost New	% Dep.	*Present Value
I	Lawrence Ave. and Chicago River	Plank	634	$ 75	$ 474.75	50	$ 237.38
II	Montrose Bd. and Chicago River	Plank	302	75	226.50	50	113.25
III	Irving Pk. Bd. and Chicago River	Plank	278	75	208.50	50	104.25
IV	Belmont Ave. and Chicago River	Plank	697	75	522.75	50	261.37
V	Western Ave. and Chicago River ap-	Plank	354	75	265.50	50	132.75
	proach	Creosoted	300	2 50	750.00	25	562.50
VI	40th Ave. and Chicago River	Plank	106	75	79.50	50	39.75
VII	Clybourn Place and Chicago River ap-	Sylvanus	176	2 25	396.00	25	297.00
	proach	Creosoted	444	2 50	1110.00	75	277.50
					$4,033.50		$2,025.75
	Organization, engineering and incidentals 15%				605.07		303.87
	Total				$4,638.52		$2,329.62

I Property of North Chicago St. Ry. Co.
II Property of Chicago Electric Transit Co.
III Property of Chicago Electric Transit Co.
IV Property of Chicago Electric Transit Co.
V Property of Chicago Electric Transit Co.
VI Property of Chicago Electric Transit Co.
VII Property of North Side Electric Ry. Co.

*Present value allowed as rehabilitation value.

EXHIBIT VIII.

Pavement at Car Houses.

	Location	Kind of Pavement	Area Sq. Yds.	Unit Price	Cost New	% Dep.	Present Value	Rehabilitation Value
I	Elston Ave. and Addison.	Cedar....	130	$1.50	$ 195.00	50	$ 97.50	$.....
		Granite...	200	3.00	600.00	50	300.00	150.00
II	Evanston and Edgewater.	Cedar....	600	1.50	900.00	60	360.00	.....
III	Lincoln Ave. and Belle Plaine.....	Cedar....	44	1.50	66.00	40	39.60	.....
		Granite...	100	3.00	300.00	50	150.00	75.00
					$2,061.00		$ 947.10	$ 225.00
	Organization, engineering and incidentals 15%				309.15		142.06	33.75
	Total.....				$2,370.15		$1,089.16	$ 258.75

I Property of Chicago Electric Transit Co.
II Property of Chicago & North Shore Street Ry. Co.
III Property of North Chicago Street Ry. Co.

ESTIMATE OF COST OF PAVING PER SQUARE YARD.

Cedar blocks	$1.50
Granite blocks	3.00
Bricks	2.30
Hemlock plank	.75
Cobble stone	1.50
Creosoted blocks	2.50
Granite blocks, second hand	1.25

Organization and Work of Valuation.

Commissioners	Bion J. Arnold
	Geo. Weston
Engineer in Charge	F. A. Sager

Tracks and Paving

Engineer	P. J. Kealy
Assistant Engineer	G. S. Cortelyou
Assistant	J. T. Hanley
Assistant	H. Savage
Assistant	E. L. Kieffer
Assistant	H. B. Kirkland
Assistant	W. A. Gilbach
Draughtsman	J. H. Albertson
Rodman	C. P. Raley
Rodman	R. R. Satterfield
Rodman	A. Froelich
Rodman	E. Ritzma
Rodman	Robert Quirk

Electrical Power Distribution System.

Engineer	Gurney F. Coleman
Assistant	Ira W. Dye
Assistant	Chas. A. Scribner
Assistant	W. G. Hamilton
Assistant	G. B. Henderson
Assistant	E. D. Meyer
Assistant	G. H. Mack
Assistant	P. E. Cox

Rolling Stock

Engineer	C. E. Thomas
Assistant	W.W.Hunzicker
Rodman	H. Brown
Rodman	A. C. Van Wort

Power Plant Equipment and Tools and Machinery

Engineer	H. H. Dickinson
Assistant	G. C. Burge
Assistant	L. R. Ebert
Assistant	J. O. Taylor

Organization and Work of Valuation.

Buildings

Engineer ..... R. Woods
Assistant ..... J. W. Jensen
Assistant ..... G. W. Matchet

Real Estate

William A. Bond

Draughting and Statistics

Chief Draughtsman ..... B. K. Read
Draughtsman ..... H. S. Williams
Draughtsman ..... A. G. Anderson
Statistician ..... S. J. Arundel
Chief Stenographer ..... H. F. Durand

In addition to the above technical force the executive, auditing and stenographic departments of the Arnold Company were largely utilized in preparing the valuations.

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